Transportation Analysis

1060 Hollowell
DRI #2815

City of Atlanta, Georgia

Report Prepared:

May 2018

Prepared for:

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EXECUTIVE SUMMARY

This report presents the analysis of the anticipated traffic impacts of the proposed *1060 Hollowell* development located in the City of Atlanta, Georgia. The approximate 15.5-acre site is located just south of Donald Lee Hollowell Parkway (US 78/US 278/SR 8) and west of Finley Avenue, adjacent a portion of the Atlanta Beltline. The proposed development will be mixed-use and will include residential, hotel, office, retail, and restaurant land uses.

The project is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review due to the project size exceeding 500,000 SF of mixed-use development in a Maturing Neighborhood area per the Atlanta Region's Plan *Unified Growth Policy Map*. The DRI trigger for this development is the submittal of the Rezoning Application with the City of Atlanta in late March 2018, combined with the proposed development exceeding 500,000 gross square feet for mixed-use developments within the ARC designated maturing neighborhood area. The DRI was formally triggered with the filing of the Initial DRI Information (Form 1) on May 3, 2018 by the City of Atlanta.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.*

The project site is located within the Bankhead LCI (2013), which is currently in year five of the most recent five-year update. The site is generally consistent with the overall theme of the LCI.

The present zoning classification of the project site is I-1 (Light Industrial) and I-2 (Heavy Industrial) according to the City of Atlanta Zoning Ordinance Map. The proposed zoning of the project site is MRC-3 (Mixed Residential and Commercial). The proposed project is expected to be completed by 2020 (approximately 2 years), and this analysis will consider the full build-out of the proposed site in 2020.

The proposed development will consist of the following land uses and densities (for the purposes of the calculation, residential units were assumed to be 1,500 SF per unit):

Residential:	700 apartment units
Hotel:	150 rooms
Office:	385,000 SF
Retail/Restaurant:	120,000 SF (assumed to be 50% retail and 50% restaurant)

The DRI analysis includes an estimation of the overall vehicle trips projected to be generated by the development, also known as gross trips. Reductions to gross trips are also considered in the analysis, including mixed-use reductions and alternative transportation mode reductions.

Mixed-use reductions occur when a site has a combination of different land uses that interact with one another. For example, people living in a residential development may walk to the restaurants and retail instead of driving off-site or to the site. This reduces the number of vehicle trips that will be made on the roadway, thus reducing traffic congestion. These types of interactions are expected at the *1060 Hollowell* development – including residents walking to the restaurant and retail land uses.

Alternative modes reductions are taken when a site can be accessed by modes other than vehicles (walking, bicycling, transit, etc.). As the *1060 Hollowell* development is located in a maturing neighborhood with access to transit (the project site is located approximately 0.3 miles east of the Bankhead MARTA rail station, is adjacent to MARTA Bus Route #26, and is approximately 0.3 miles from MARTA Bus Route 50 and 58), a 15% alternative mode reduction was taken. This reduction is consistent with GRTA's Letter of Understanding.

Pass-by reductions are taken for a site when traffic normally traveling along a roadway may choose to visit a retail or restaurant establishment that is along the vehicle's path. These trips were already on the road and would therefore only be new trips on the driveways. The retail and restaurant establishments proposed for the project are expected to generate pass-by trips.

Capacity analyses were performed throughout the study network for the Existing 2018 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

- Existing 2018 conditions represent traffic volumes that were collected in November 2017 and March 2018 by performing AM and PM peak hour turning movement counts at all study intersections.
- Projected 2020 No-Build conditions represent the existing traffic volumes grown for two (2) years at 1.5 percent per year throughout the study network, plus the addition of the estimated project trips generated by the *Herndon Homes DRI #2677* and the *1350 West Marietta Street DRI #2774.*
- Projected 2020 Build conditions represent the Projected 2020 No-Build conditions with the addition of the project trips that are anticipated to be generated by the *1060 Hollowell* development.

Based on the **Existing 2018** conditions (*present conditions; i.e. excludes both the background traffic growth and the estimated project trips from the 1060 Hollowell DRI*), two (2) study intersections currently operate below their acceptable overall LOS standard of D during the AM and PM peak hours for the Existing 2018 conditions.

The signalized intersections of Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard (Intersection #2) and Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8) operate at LOS E during the PM peak hour. Since it currently operates at LOS E, the new level-of-service standard becomes LOS E for Intersection #2 and Intersection #5 for the PM peak hour only, consistent with the GRTA Letter of Understanding.

There are no recommended improvements for the Existing 2018 conditions scenario.

Based on the **Projected 2020 No-Build** conditions (*includes background traffic growth and the estimated project trips from the Herndon Homes DRI #2677 and 1350 West Marietta Street DRI #2774 but excludes the estimated project trips from the 1060 Hollowell DRI*), no study intersections are projected to operate below their acceptable overall LOS standard during the AM and PM peak hours.

Based on the **Projected 2020 Build** conditions (*includes both the Projected 2020 No-Build traffic volumes and the estimated project trips from the 1060 Hollowell DRI*), one (1) study intersection is projected to operate below its acceptable overall LOS standard during the AM and PM peak hours.

Based on the Projected 2020 Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue/Proposed Driveway 2 (Intersection #8)

- Construct a traffic signal, if and when warranted.
- Construct one (1) northbound right-turn lane.

Additional improvements are proposed to improve access to the site:

Hollowell Parkway (US 78/US 278/SR 8) at Proposed Driveway 2 (Intersection #9)

- On the site, construct one (1) northbound right-turn lane exiting the site and one (1) ingress lane entering the site.

North Avenue at Proposed Driveway 3 (Intersection #10)

- On the site, construct one (1) southbound shared left/right-turn lane exiting the site and one (1) ingress lane entering the site.

North Avenue at Proposed Driveway 4 (Intersection #11)

- On the site, construct one (1) southbound shared left/right-turn lane exiting the site and one (1) ingress lane entering the site.

1.0 PROJECT DESCRIPTION

1.1 Introduction

This report presents the analysis of the anticipated traffic impacts of the proposed *1060 Hollowell Parkway* development located in the City of Atlanta, Georgia. The approximate 15.5-acre site is located just south of Donald Lee Hollowell Parkway (US 78/US 278/SR 8) and west of Finley Avenue, adjacent to a portion of the Atlanta Beltline. The proposed development will be mixed-use and will include residential, hotel, office, retail, and restaurant land uses.

The project will exceed 500,000 square feet for mixed-use developments within a maturing neighborhood area; therefore, the proposed development is a Development of Regional Impact (DRI) and is subject to Georgia Regional Transportation Authority (GRTA) and Atlanta Regional Commission (ARC) review.

According to GRTA's Procedures and Principles for GRTA Development of Regional Impact Review, the proposed DRI complies with the Expedited Review Criteria in **Section 3-102, Part F – Livable Centers Initiative (LCI)**, which states:

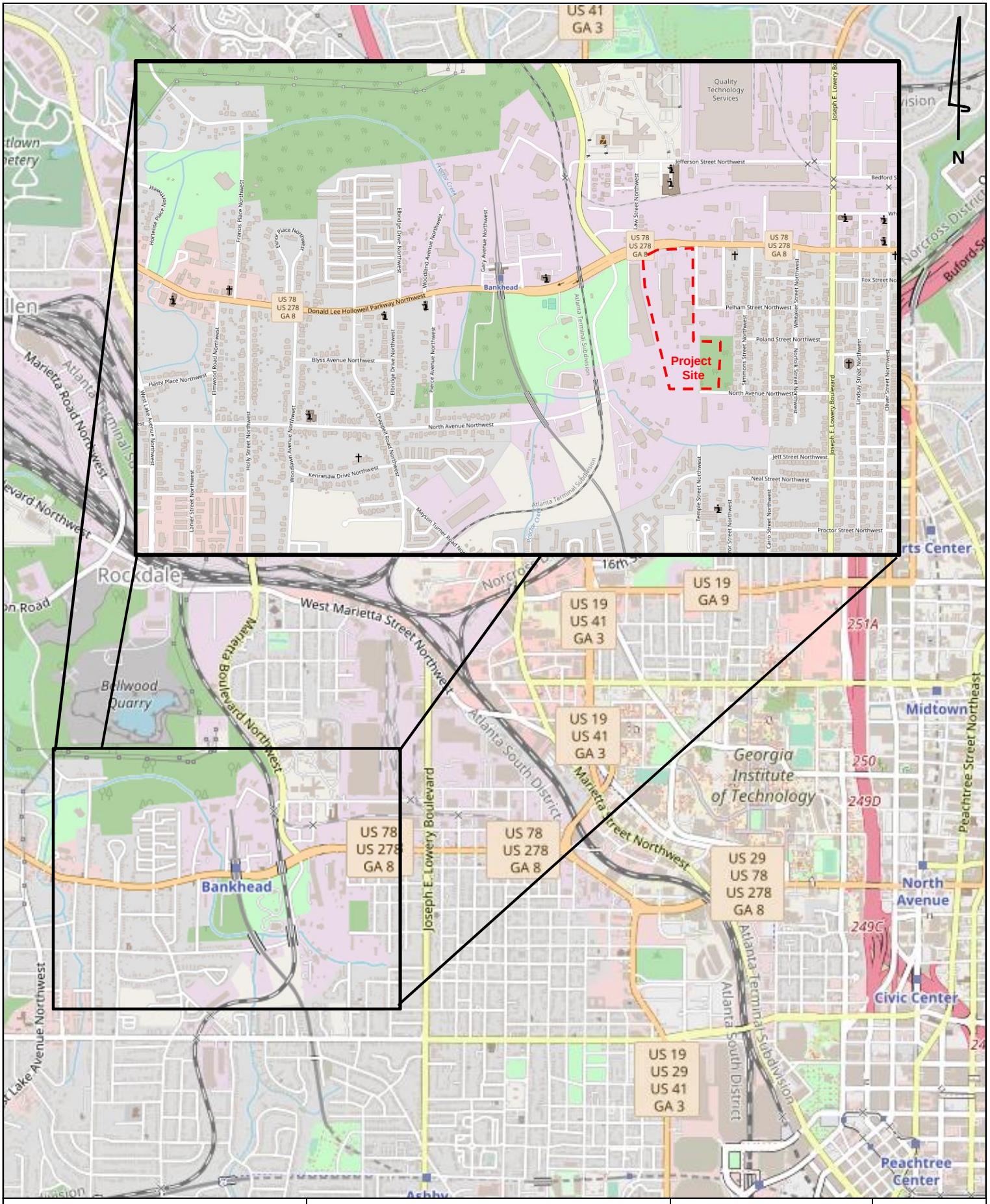
> *…the proposed DRI is located within an area approved for inclusion within the LCI program by the Atlanta Regional Commission and is consistent with the policies, design elements, and overall standards established by the study and any subsequently funded Supplemental Study(s). The local government(s) in which the LCI is located has completed and adopted the initial LCI Study within their Comprehensive Plan. Additionally, the local government(s) must have shown efforts towards implementation of the adopted study, by such methods as, approval of conforming development/redevelopment plan, adopted ordinances and/or codes, and implementation of the LCI's Five (5) Year Plan.*

Figure 1 provides the site location of the *1060 Hollowell* development. **Figure 2** and **Figure 3** provide an aerial view of the project site and surrounding area. Field review photographs taken within the vicinity of the study network are located in the site photo log in **Appendix A**. The City of Atlanta Zoning Map and the *Atlanta Region's Plan Unified Growth Policy Map* are included in **Appendix B**.

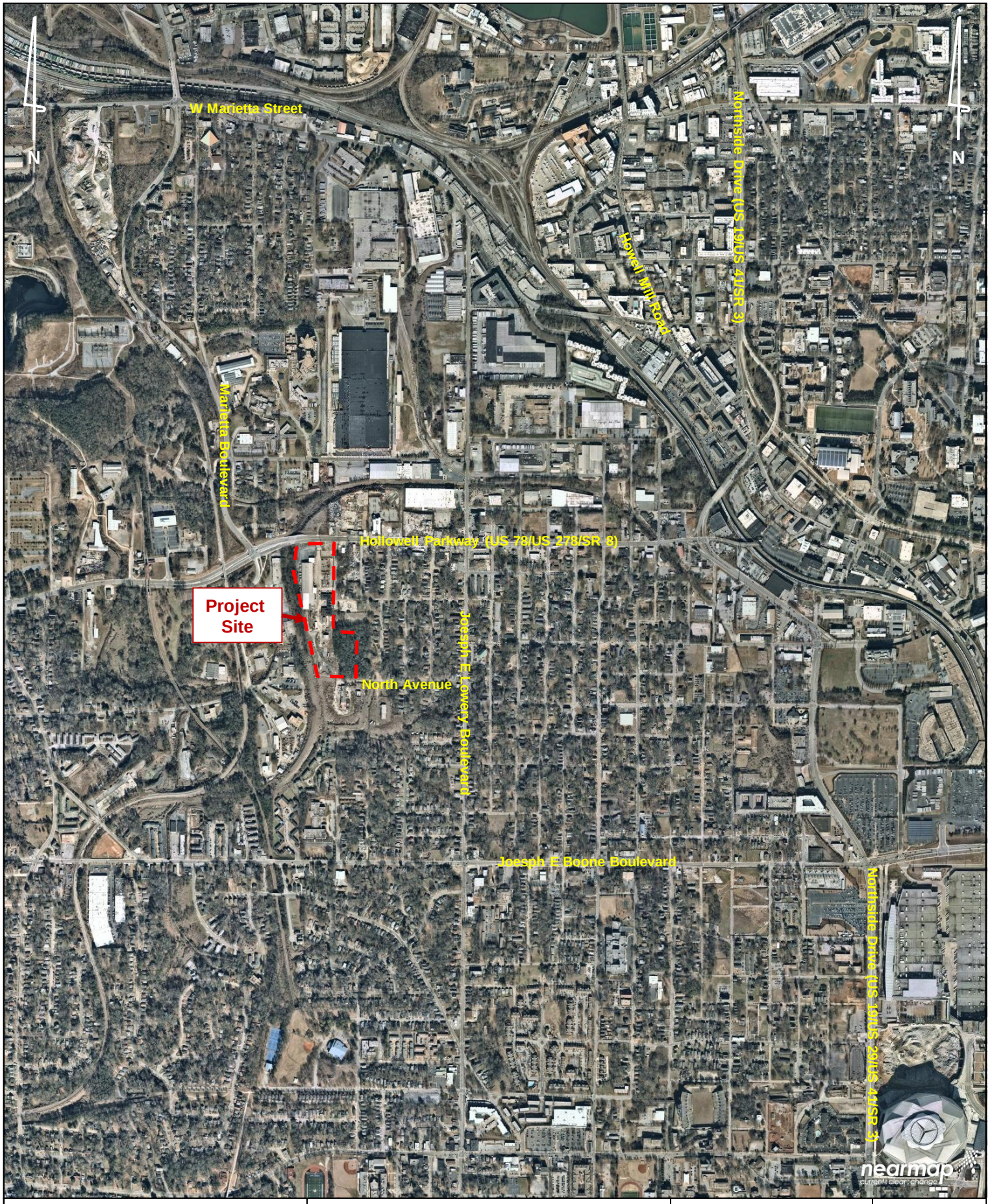
The proposed project is expected to be completed by 2020, and this analysis will consider the full build-out of the proposed site in 2020. A summary of the proposed land-use and density is shown in **Table 1**.

Table 1: Proposed Land Uses and Densities

Land Use	Density
Apartments	700 units
Hotel	150 rooms
Office	385,000 SF
Retail	60,000 SF
Restaurant	60,000 SF



Kimley»Horn	***1060 Hollowell*** ***DRI #2815*** ***Transportation Analysis***	**Site Location Map**	**Figure 1** **Page 5**



Kimley»Horn	*1060 Hollowell* *DRI #2815* **Transportation Analysis**	**Site Aerial (Zoomed out)**	**Figure 2** **Page 6**

Kimley»Horn	*1060 Hollowell* *DRI #2815* *Transportation Analysis*	Site Aerial (zoomed in)	Figure 3
			Page 7

1.2 Site Plan Review

The proposed development is located on an approximately 15.5-acre site in the City of Atlanta, Georgia. The project site is bordered by Hollowell Parkway (US 78/US 278/SR 8) to the north, Finley Avenue to the east, and is adjacent a portion of the Atlanta Beltline. The proposed development will be a mixed-use development with residential, hotel, office, retail, and restaurant land uses. The property currently consists of an industrial staging facility and workshop.

A reference of the proposed site plan is provided in **Appendix C**. A full-sized site plan consistent with GRTA's Site Plan Guidelines is also being submitted as part of the review package.

1.3 Site Access

As currently envisioned, the proposed development will be accessible via four (4) driveways:

1. **Proposed Driveway 1** – a proposed stop-controlled right-in/right-out driveway located along Hollowell Parkway (US 78/US 278/SR 8) approximately 700 feet east of Marietta Boulevard and 200 feet west of Proposed Driveway 2.
2. **Proposed Driveway 2** – a proposed stop-controlled full-movement driveway located at the existing intersection of Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue, located approximately 900 feet west of Marietta Boulevard and 200 feet west of Proposed Driveway 1. Finley Avenue is proposed to continue onto the site as a private roadway.
3. **Proposed Driveway 3** – a proposed stop-controlled full-movement driveway located at the existing terminus of North Avenue, approximately 1,300 feet west of Joseph E Lowery Boulevard.
4. **Proposed Driveway 4** – a proposed stop-controlled full-movement driveway along North Avenue located approximately 250 feet east of Proposed Driveway 3 and approximately 1,050 feet west of Joseph E Lowery Boulevard.

The proposed site access points provide vehicular access to the entire development. Internal private roadways throughout the site provide access to all buildings and parking facilities. See referenced site plan in **Appendix C** for a visual representation of vehicular access and circulation throughout the proposed development. The site driveways and internal roadways provide access to all parking on the site. Parking will be provided throughout the development as follows:

Total Parking Provided:	2,650 parking spaces
Parking Required:	2,650 parking spaces

1.4 Bicycle and Pedestrian Facilities

Pedestrian facilities (sidewalks) currently exist along the project site frontage along Hollowell Parkway (US 78/US 278/SR 8). According to the DRI site plan, sidewalks are proposed along the project site frontage on North Avenue and Finley Avenue. Additionally, the project proposes several direct connections to the future extension of the Beltline.

1.5 Transit Facilities

The project site is located approximately 0.3 miles east of Bankhead MARTA rail station, is adjacent to MARTA Bus Route #26, and is approximately 0.3 miles from MARTA Bus Route 50 and 58. All bus routes provide service seven days a week. A bus shelter will be provided on site.

2.0 TRAFFIC ANALYSES, METHODOLOGY AND ASSUMPTIONS

2.1 Growth Rate

Background traffic is defined as expected traffic on the roadway network in future year(s) absent the construction and opening of the *1060 Hollowell* development. Background traffic can include a base growth rate based on historical count data as well as population growth data and estimates as well as trips anticipated from nearby or adjacent other projects. Based on methodology outlined in the GRTA Letter of Understanding (LOU), a 1.5 percent per year background traffic growth rate was used for all roadways. Additionally, estimated project trips associated with the following developments were incorporated into the background traffic:

- *Herndon Homes DRI #2677* (approved in June 2017) – mixed use development
- *1350 West Marietta Street DRI #2774* (approved in March 2018) – mixed use development

2.2 Traffic Data Collection

Weekday peak hour turning movement counts were collected on at one intersection on Tuesday, November 14, 2017 and for all other intersections on Tuesday, March 27, 2018 and Thursday, March 29, 2018 during the AM and PM peak periods. Peak hours for all the study intersections are shown in **Table 2**.

Table 2: Peak Hour Summary

Intersection	AM Peak Hour	PM Peak Hour
1. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at West Lake Boulevard	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM
2. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard	7:45 AM - 8:45 AM	4:45 PM - 5:45 PM
3. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Joseph E Lowery Boulevard	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
4. Northside Drive (US 19/US 41/SR 3) at Donald Lee Hollowell Parkway (US 78/US 278/SR 8)	8:00 AM – 9:00 AM	5:00 PM - 6:00 PM
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)	7:45 AM - 8:45 AM	5:00 PM - 6:00 PM
6. Joseph E Lowery Boulevard at Joseph E Boone Boulevard	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM
7. Joseph E Lowery Boulevard at North Avenue	7:30 AM - 8:30 AM	5:00 PM - 6:00 PM
8. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue	7:15 AM - 8:15 AM	5:00 PM - 6:00 PM

The collected peak hour turning movement traffic counts are available upon request.

2.3 Detailed Intersection Analysis

Level-of-service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorists' perceptions within a traffic stream. The *Highway Capacity Manual* defines six levels-of-service, LOS A through LOS F, with A being the best and F being the worst. Level-of-service analyses were conducted at all intersections within the study network using *Synchro Professional, Version 9.0*. Existing traffic signal phasing and timing data were retrieved for available intersections.

Levels-of-service for signalized intersections are reported for the intersection as a whole. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Levels-of-service for unsignalized intersections, with stop control on the minor street only, are reported for the side street approaches and the major street left-turn movements. Low levels-of-service for side street approaches are not uncommon, as vehicles may experience significant delays in turning onto a major roadway.

3.0 STUDY NETWORK

3.1 Gross Trip Generation

Traffic for the proposed land uses and densities were calculated using methodology contained in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*. Gross trips generated are displayed below in **Table 3**.

Table 3: Gross Trip Generation

Land Use	Density	ITE Code	Daily Traffic		AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit	Enter	Exit
Multifamily Housing (Mid-Rise)	700 units	*221*	1,907	1,907	60	170	175	112
Hotel	150 rooms	*310*	633	633	41	29	44	42
General Office Building	385,000 SF	*710*	1,962	1,962	334	54	66	344
Shopping Center	60,000 SF	*820*	1,133	1,133	35	21	110	119
Quality Restaurant	15,000 SF	*930*	629	629	-	-	78	39
High-Turnover (Sit-Down) Restaurant	45,000 SF	*931*	2,524	2,524	246	201	273	167
Total Gross Trips			**8,788**	**8,788**	**716**	**475**	**746**	**823**

3.2 Trip Distribution

The directional distribution and assignment of new project trips were based on the project land uses, a review of the land use densities and road facilities in the area, engineering judgment, and methodology discussions with the Georgia Regional Transportation Authority (GRTA), Atlanta Regional Commission (ARC), and the City of Atlanta staff. (See *Section 5.0 Trip Distribution and Assignment*).

3.3 Level-of-Service Standards

For the purposes of this traffic analysis, a level-of-service standard of D was assumed for all intersections and segments within the study network. If, however, an intersection or segment currently operates at LOS E or LOS F during an existing peak period, the LOS standard for the intersection during that peak period becomes LOS E, consistent with the GRTA Letter of Understanding.

3.4 Study Network Determination

A general study area was determined based on a review of land uses and population densities in the area as well as a review of peak hour traffic counts and engineering judgement. The study area was agreed upon during methodology discussions with GRTA, ARC, and the City of Atlanta staff, and includes the following eleven (11) intersections described in **Table 4**. The study intersections are shown in **Figure 4**.

Table 4: Intersection Control Summary

Intersection	Control
1. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at West Lake Boulevard	Signal
2. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard	Signal
3. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Joseph E Lowery Boulevard	Signal
4. Northside Drive (US 19/US 41/SR 3) at Donald Lee Hollowell Parkway (US 78/US 278/SR 8)	Signal
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)	Signal
6. Joseph E Lowery Boulevard at Joseph E Boone Boulevard	Signal
7. Joseph E Lowery Boulevard at North Avenue	Stop Control
8. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue / Proposed Driveway 2	Stop Control
9. Donald Lee Hollowell Parkway (US 78/US 278/SR 8) at Proposed Driveway 1	Stop Control
10. North Avenue at Proposed Driveway 3	Stop Control
11. North Avenue at Proposed Driveway 4	Stop Control

Each of the intersections listed in **Table 4** were analyzed for the Existing 2018 conditions, the Projected 2020 No-Build conditions, and the Projected 2020 Build conditions.

The Projected 2020 No-Build conditions represent the existing traffic volumes grown for two (2) years at 1.5 percent per year throughout the study network, plus the estimated project trips from the *Herndon Homes DRI #2677* and the *1350 West Marietta Street DRI #2774*.

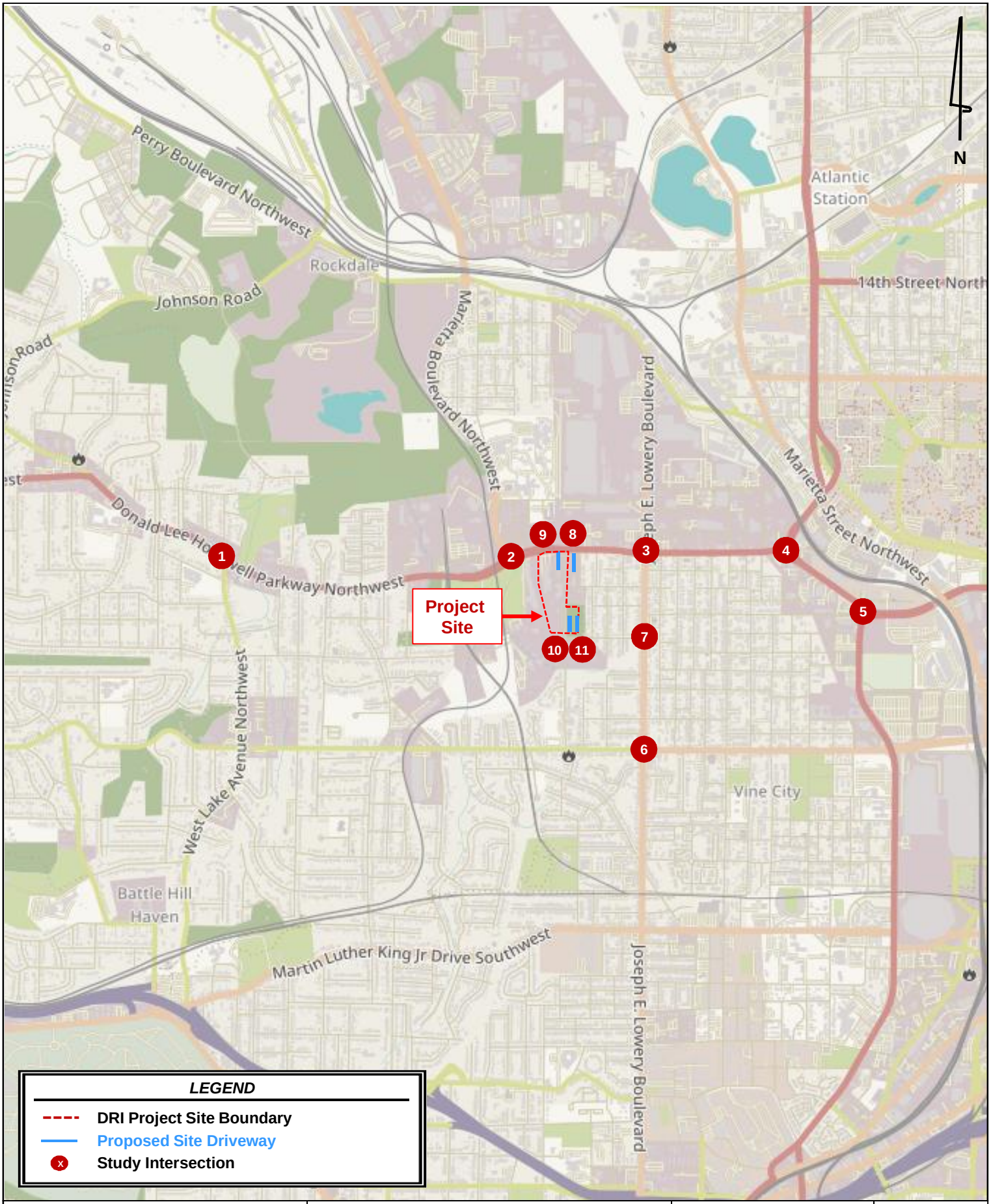
The Projected 2020 Build conditions add the project trips associated with the *1060 Hollowell* development to the Projected 2020 No-Build conditions.

3.5 Existing Roadway Facilities

Roadway classification descriptions and estimated Average Daily Traffic (ADT) for the entire study area are provided in **Table 5** (bolded roadway runs adjacent to the site).

Table 5: Roadway Classifications

Roadway	No. of Lanes	Posted Speed Limit (MPH)	Average Daily Traffic (ADT)	GDOT Functional Classification
Donald Lee Hollowell Parkway (US 78/US 278/SR 8)	**4**	**35**	**19,800**	**Principal Arterial**
Marietta Boulevard (north of Hollowell Parkway)	5	35	10,600	Minor Arterial
Joseph E Lowery Boulevard	4	35	10,900	Major Collector
Northside Drive (US 19/US 41/SR 3)	4	35	28,300	Principal Arterial
West Lake Avenue	2	35	9,190	Minor Arterial
North Avenue (west of Joseph E Lowery Boulevard)	**2**	**25**	**N/A**	**Local Road**
North Avenue (US 29/US 78/US 278/SR 8) (east of Northside Drive)	4	35	14,100	Principal Arterial
Joseph E Boone Boulevard	2	35	5,430	Major Collector
Finley Avenue	**2**	**25**	**N/A**	**Local Road**



Kimley»Horn	*1060 Hollowell* *DRI #2815* **Transportation Analysis**	**Study Intersections**	**Figure 4** **Page 13**

4.0 TRIP GENERATION

As stated previously, gross trips associated with the proposed development were estimated using the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, 10th Edition*, *2017*, using equations where available.

Trip generation for this proposed development is calculated based upon the following land uses: Multifamily Housing (Mid-Rise) (ITE 221), Hotel (ITE 310), General Office Building (ITE 710), Shopping Center (ITE 820), Quality Restaurant (ITE 931), and High-Turnover Sit-Down Restaurant (ITE 932).

The total (net) trips generated and analyzed in this report are listed in **Table 6**.

Table 6: Net New Trip Generation

	Daily Traffic			AM Peak Hour		PM Peak Hour	
	Total	**Enter**	**Exit**	**Enter**	**Exit**	**Enter**	**Exit**
Gross Project Trips	**17,576**	**8,788**	**8,788**	**716**	**475**	**746**	**823**
Mixed-Use Reduction	*-2,392*	*-1,196*	*-1,196*	*-82*	*-82*	*-131*	*-131*
Alternative Mode Reduction	*-2,278*	*-1,139*	*-1,139*	*-96*	*-59*	*-92*	*-104*
Pass-by Reduction	*-2,560*	*-1,280*	*-1,280*	*-0*	*-0*	*-108*	*-108*
Net New Trips	**10,346**	**5,173**	**5,173**	**538**	**334**	**415**	**480**

A more detailed trip generation analysis summary table is provided in **Appendix D**.

5.0 TRIP DISTRIBUTION AND ASSIGNMENT

New trips were distributed onto the roadway network using the percentages developed as described in *Section 3.2* of this report, and as agreed to during methodology discussions with GRTA, ARC, and the City of Atlanta staff.

Figure 5 and **Figure 6** display the anticipated distribution and assignment of residential and non-residential trips throughout the study roadway network. These trip assignment percentages were applied to the net new trips expected to be generated by the development, and the volumes were assigned to the roadway network. The combined peak hour project trips by turning movement throughout the study network, anticipated to be generated by the proposed *1060 Hollowell* development, are shown on **Figure 7**.

Detailed intersection volume worksheets are provided in **Appendix E**.

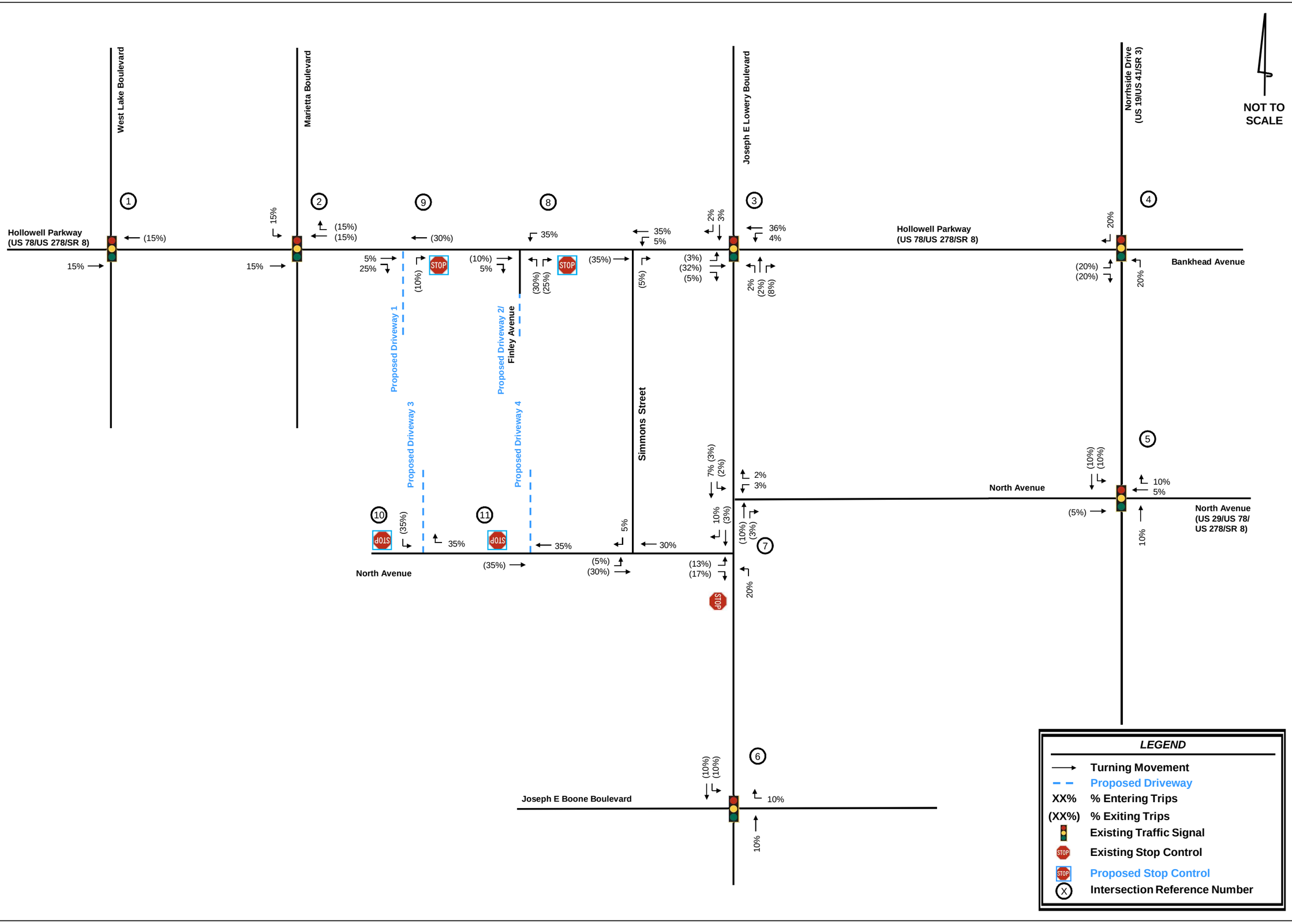


Figure 5

Residential
Trip Distribution &
Assignment

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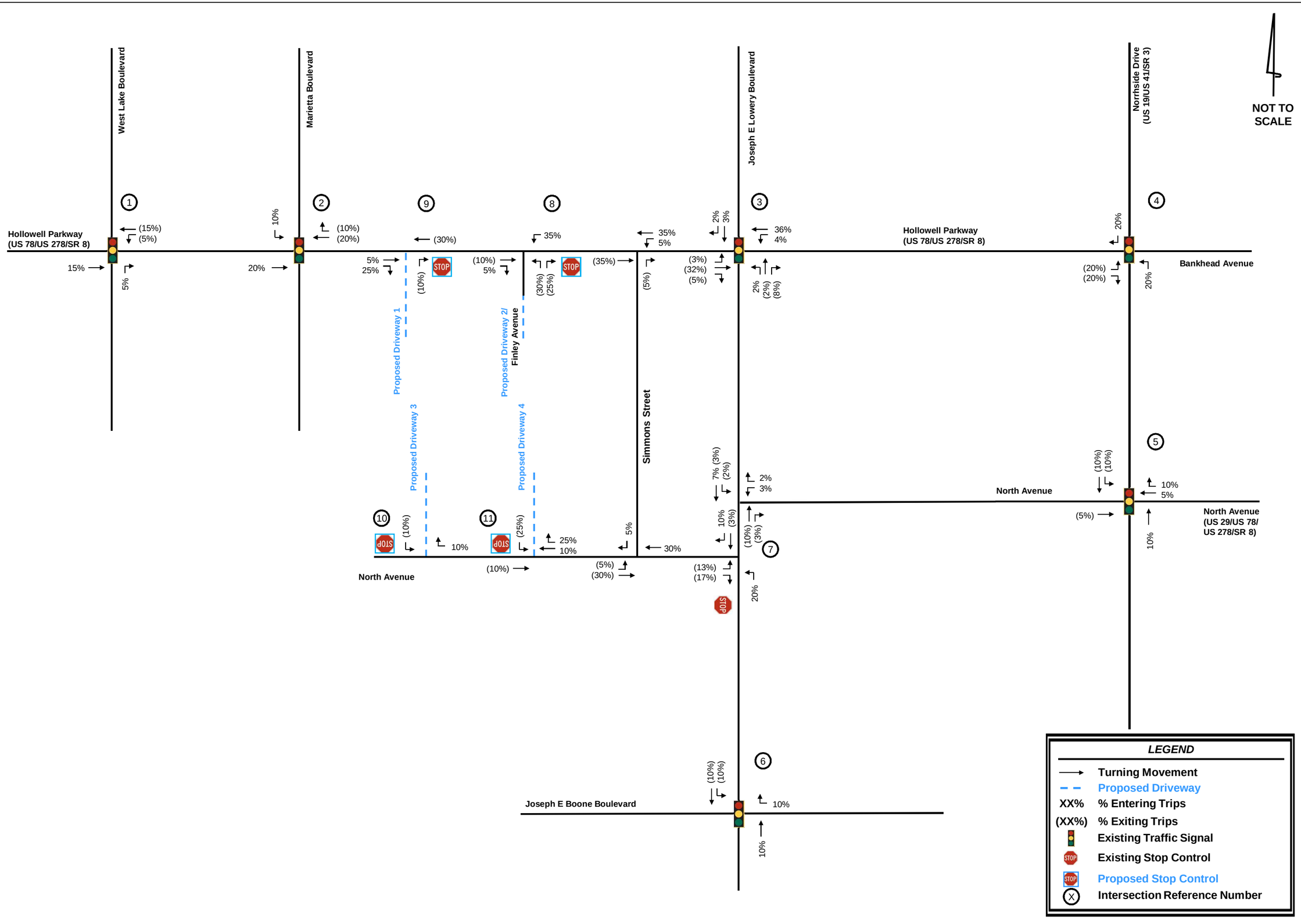

Figure 6

Non-Residential
Trip Distribution &
Assignment

1060 Hollowell
DRI #2815
Transportation Analysis

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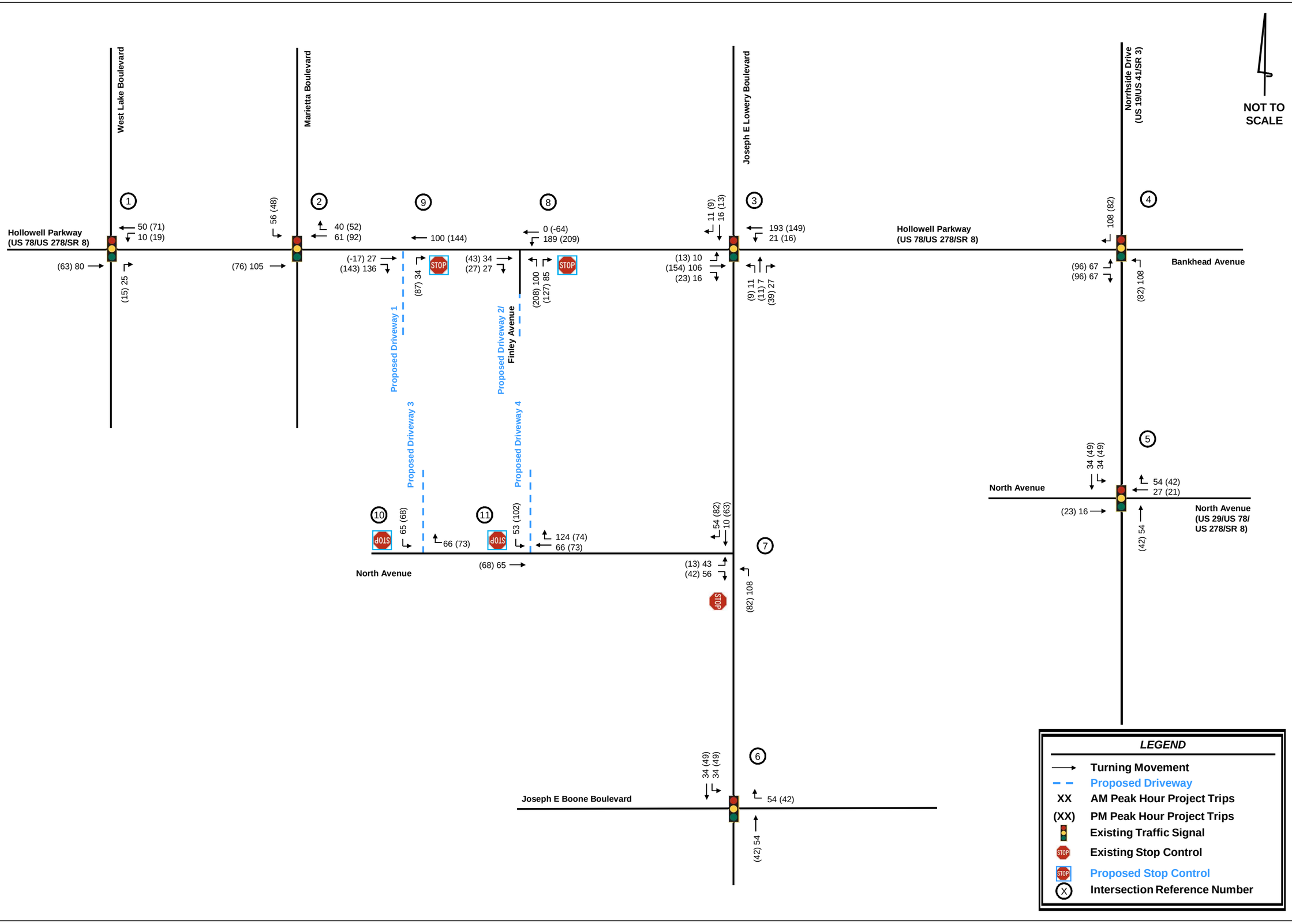

Figure 7

Project Trips

1060 Hollowell
DRI #2815
Transportation Analysis

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6.0 TRAFFIC ANALYSIS

6.1 Existing 2018 Conditions

The observed existing peak hour traffic volumes were entered into *Synchro 9.0,* and capacity analyses were performed for the AM and PM peak hours.

The existing peak hour traffic volumes are displayed in **Figure 8**, and the results of the capacity analyses for the Existing 2018 conditions are shown in **Table 7**. Detailed *Synchro* analysis reports are available upon request.

Table 7: Existing 2018 Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Hollowell Parkway (US 78/US 278/SR 8) at West Lake Boulevard	Signal	Overall	D	B (13.0)	B (19.2)
2. Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard	Signal	Overall	D/E	C (28.5)	E (55.2)
3. Hollowell Parkway (US 78/US 278/SR 8) at Joseph E Lowery Boulevard	Signal	Overall	D	C (21.8)	C (29.5)
4. Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8)*	Signal	Overall	D	C (33.4)	C (29.8)
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)*	Signal	Overall	D/E	C (30.0)	E (58.7)
6. Joseph E Lowery Boulevard at Joseph E Boone Boulevard	Signal	Overall	D	B (13.6)	B (14.7)
7. Joseph E Lowery Boulevard at North Avenue	Stop Control	NBL	D	A (7.9)	A (8.8)
		EB	D	B (10.6)	B (14.5)
8. Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue	Stop Control	NB	D	E (43.8)	E (36.3)
		WBL	E	A (0.0)	A (9.2)

**Due to non-NEMA phasing, intersection was incompatible with HCM 2010, therefore HCM 2000 was used for the analysis*

As shown in **Table 7**, all but two (2) study intersections currently operate at or above their acceptable overall level-of-service standard of D during the AM and PM peak hours for the Existing 2018 conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

The signalized intersections of Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard (Intersection #2) and Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8) operate at LOS E during the PM peak hour. Since it currently operates at LOS E, the new level-of-service standard becomes LOS E for Intersection #2 and Intersection #5 for the PM peak hour only, consistent with the GRTA Letter of Understanding.

There are no recommended improvements for the Existing 2018 conditions scenario.

Figure 8

Existing 2018 Conditions

1060 Hollowell
DRI #2815
Transportation Analysis

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6.2 Projected 2020 No-Build Conditions

To account for growth in the vicinity of the proposed development, the existing traffic volumes were increased for two (2) years at 1.5 percent per year throughout the study network. Additionally, estimated project trips from *Herndon Homes DRI #2677* and *1350 West Marietta Street DRI #2774* were included. These volumes were entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 No-Build conditions were analyzed using existing roadway geometry and existing intersection control types.

The intersection laneage and traffic volumes for the Projected 2020 No-Build conditions are shown in **Figure 9**. The results of the capacity analyses for the Projected 2020 No-Build are shown in **Table 8**. Detailed *Synchro* analysis reports are available upon request.

Table 8: Projected 2020 No-Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Hollowell Parkway (US 78/US 278/SR 8) at West Lake Boulevard	Signal	Overall	D	B (13.8)	C (23.6)
2. Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard	Signal	Overall	D/E	C (30.1)	E (65.0)
3. Hollowell Parkway (US 78/US 278/SR 8) at Joseph E Lowery Boulevard	Signal	Overall	D	C (21.8)	C (32.5)
4. Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway	Signal	Overall	D	D (35.9)	D (39.7)
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)*	Signal	Overall	D/E	D (35.8)	E (67.7)
6. Joseph E Lowery Boulevard at Joseph E Boone Boulevard	Signal	Overall	D	B (13.8)	B (15.0)
7. Joseph E Lowery Boulevard at North Avenue	Stop Control	NBL	D	A (7.9)	A (8.8)
		EB	D	B (10.8)	B (15.1)
8. Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue	Stop Control	NB	E	F (53.1)	E (45.5)
		WBL	D	A (0.0)	A (9.5)

**Due to non-NEMA phasing, intersection was incompatible with HCM 2010, therefore HCM 2000 was used for the analysis*

As shown in **Table 8**, no study intersections are projected to operate below their acceptable overall LOS standard during the AM and PM peak hours for the Projected 2020 No-Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

There are no recommended improvements for the Projected 2020 No-Build conditions scenario.

Figure 9

Projected 2020
No-Build Conditions

1060 Hollowell
DRI #2815
Transportation Analysis

Kimley»Horn

6.3 Projected 2020 Build Conditions

The traffic associated with the proposed *1060 Hollowell* development was added to the Projected 2020 No-Build volumes. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 Build conditions were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

The intersection laneage and traffic volumes used for the Projected 2020 Build conditions are shown in **Figure 10**. The results of the capacity analyses for the Projected 2020 Build conditions are shown in **Table 9**. Detailed *Synchro* analysis reports are available upon request.

Table 9: Projected 2020 Build Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Hollowell Parkway (US 78/US 278/SR 8) at West Lake Boulevard	Signal	Overall	D	B (15.4)	C (30.9)
2. Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard	Signal	Overall	D/E	D (37.2)	E (72.0)
3. Hollowell Parkway (US 78/US 278/SR 8) at Joseph E Lowery Boulevard	Signal	Overall	D	C (23.5)	D (54.6)
4. Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8)*	Signal	Overall	D	D (38.2)	D (42.7)
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)*	Signal	Overall	D/E	D (41.5)	E (77.8)
6. Joseph E Lowery Boulevard at Joseph E Boone Boulevard	Signal	Overall	D	B (14.3)	B (16.5)
7. Joseph E Lowery Boulevard at North Avenue	Stop Control	NBL	D	A (8.5)	A (9.5)
		EB	D	C (24.1)	E (40.5)
8. Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue / Proposed Driveway 2	Stop Control	NB	E	F (**)	C (23.6)
		WBL	D	C (21.1)	B (11.9)
9. Hollowell Parkway (US 78/US 278/SR 8) at Proposed Driveway 1	Stop Control	NB	D	C (18.0)	B (13.4)
10. North Avenue at Proposed Driveway 3	Stop Control	SB	D	A (9.0)	A (9.0)
		WBL	D	A (0.0)	A (0.0)
11. North Avenue at Proposed Driveway 3	Stop Control	SB	D	B (10.0)	B (10.2)
		WBL	D	A (0.0)	A (0.0)

**Due to non-NEMA phasing, intersection was incompatible with HCM 2010, therefore HCM 2000 was used for the analysis*

As shown in **Table 9**, one (1) study intersections is projected to operate below its acceptable overall LOS standard during the AM and/or PM peak hour for the Projected 2020 Build conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

Based on the Projected 2020 Build conditions, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue / Proposed Driveway 2 (Intersection #8)

- Construct a traffic signal, if and when warranted.
- Construct one (1) northbound right-turn lane.

Additional improvements are proposed to improve access to the site:

Hollowell Parkway (US 78/US 278/SR 8) at Proposed Driveway 1 (Intersection #9)

- On the site, construct one (1) northbound right-turn lane exiting the site and one (1) ingress lane entering the site.

North Avenue at Proposed Driveway 3 (Intersection #10)

- On the site, construct one (1) southbound shared left/right-turn lane exiting the site and one (1) ingress lane entering the site.

North Avenue at Proposed Driveway 4 (Intersection #11)

- On the site, construct one (1) southbound shared left/right-turn lane exiting the site and one (1) ingress lane entering the site.

The results of the capacity analyses for the Projected 2020 Build Improved conditions are shown in **Table 10.** Detailed *Synchro* analysis reports are available upon request.

Table 10: Projected 2020 Build Improved Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
8. Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue / Proposed Driveway 2	Signal	Overall	D	A (5.6)	A (8.0)

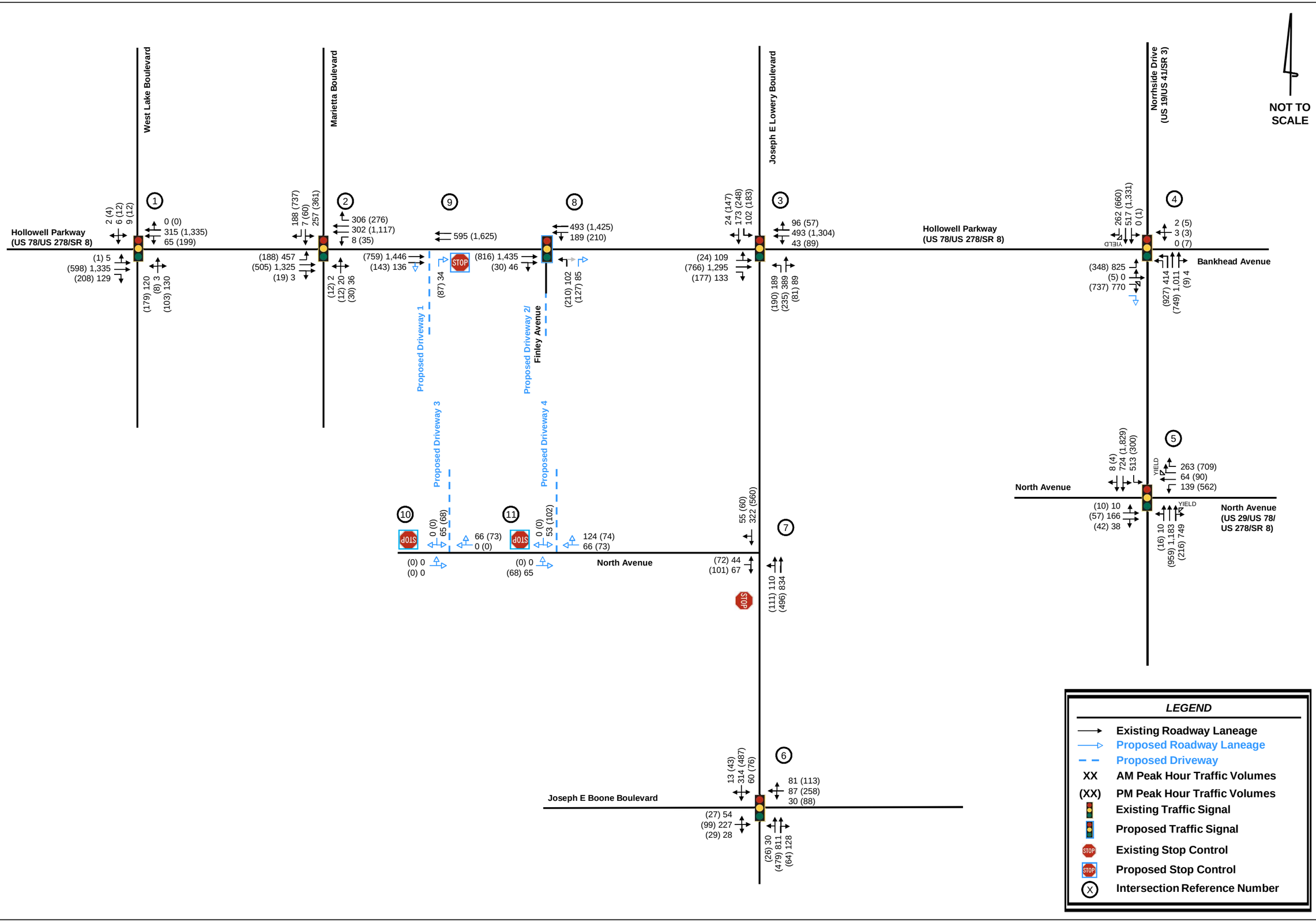


Figure 10

Projected 2020 Build Conditions

1060 Hollowell Parkway DRI #2815 Transportation Analysis

Kimley»Horn

6.4 Projected 2020 Build Conditions with Echo Street Development

Another nearby development has been proposed along Hollowell Parkway (US 78/US 278/SR 8) approximately 3,200 feet east of the proposed *1060 Hollowell* site. Due to the close proximity of the two developments and similar review schedule, an alternative Build scenario has been developed to simulate the impacts of full build out of both sites. The traffic associated with the proposed *Echo Street DRI #2814* development was added into the *1060 Hollowell* Projected 2020 Build scenario. These volumes were then entered into *Synchro 9.0*, and capacity analyses were performed. The Projected 2020 Build conditions with BOTH developments were analyzed using the existing roadway geometry, existing intersection control types, and proposed site driveways as shown in the DRI site plan.

For the purposes of this analysis, it was assumed that the intersection of Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue / Proposed Driveway 2 (Intersection #8) was signalized as recommended in the Projected 2020 Build Improved conditions.

The intersection laneage and traffic volumes used for the Projected 2020 Build BOTH conditions are shown in **Figure 11**. The results of the capacity analyses for the Projected 2020 Build BOTH conditions are shown in **Table 11**. Detailed *Synchro* analysis reports are available upon request.

Table 11: Projected 2020 Build BOTH Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
1. Hollowell Parkway (US 78/US 278/SR 8) at West Lake Boulevard	Signal	Overall	D	B (16.5)	D (38.2)
2. Hollowell Parkway (US 78/US 278/SR 8) at Marietta Boulevard	Signal	Overall	D/E	D (41.7)	E (79.6)
3. Hollowell Parkway (US 78/US 278/SR 8) at Joseph E Lowery Boulevard	Signal	Overall	D	D (41.9)	D (51.4)
4. Hollowell Parkway (US 78/US 278/SR 8) at Northside Drive (US 19/US 41/SR 3)*	Signal	Overall	D	D (42.4)	E (68.1)
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)*	Signal	Overall	D/E	E (55.2)	F (93.9)
6. Joseph E Lowery Boulevard at Joseph E Boone Boulevard	Signal	Overall	D	B (14.3)	B (16.9)
7. Joseph E Lowery Boulevard at North Avenue	Stop Control	NBL	D	A (8.7)	A (9.7)
		EB	D	D (28.3)	F (50.4)
8. Hollowell Parkway (US 78/US 278/SR 8) at Finley Avenue / Proposed Driveway 2	Signal	Overall	D	A (5.7)	A (9.6)
9. Hollowell Parkway (US 78/US 278/SR 8) at Proposed Driveway 1	Stop Control	NB	D	C (19.0)	B (14.1)
10. North Avenue at Proposed Driveway 3	Stop Control	SB	D	A (9.0)	A (9.0)
		WBL	D	A (0.0)	A (0.0)
11. North Avenue at Proposed Driveway 4	Stop Control	SB	D	B (10.0)	B (10.2)
		WBL	D	A (0.0)	A (0.0)

**Due to non-NEMA phasing, intersection was incompatible with HCM 2010, therefore HCM 2000 was used for the analysis*

As shown in **Table 11**, two (2) study intersections are projected to operate below their acceptable overall LOS standard during the AM and PM peak hours for the Projected 2020 Build BOTH conditions. It is not uncommon for vehicles at a side-street stop approach to experience significant delay when turning onto a major roadway.

Based on the Projected 2020 Build Conditions with both developments, the following improvements result in the following intersections operating at an acceptable or improved LOS:

Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8) (Intersection #4)

- Restrict left turns along the southbound approach
- Restripe Hollowell Parkway (US 78/US 278/SR 8) to consist of one (1) EB shared through/left-turn lane, two (2) EB left-turn lanes, and two (2) WB receiving lanes
- Construct an additional SB right-turn lane

Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8) (Intersection #5)

- Construct an additional WB left turn lane creating dual left turn lanes

The results of the capacity analyses for the Projected 2020 No-Build Improved conditions are shown in **Table 12.** Detailed *Synchro* analysis reports are available upon request.

Table 12: Projected 2020 Build BOTH Improved Level-of-Service Summary
LOS (delay in seconds)

Intersection	Control	Approach/ Movement	LOS Std.	AM Peak Hour	PM Peak Hour
4. Northside Drive (US 19/US 41/SR 3) at Hollowell Parkway (US 78/US 278/SR 8)*	Signal	Overall	D	D (38.7)	D (52.4)
5. Northside Drive (US 19/US 41/SR 3) at North Avenue (US 29/US 78/US 278/SR 8)*	Signal	Overall	D/E	D (49.6)	D (49.8)
7. Northside Drive (US 19/US 41/SR 3) at Marietta Street*	Signal	Overall	E	A (7.4)	C (23.7)

As shown in **Table 13**, all improved study intersections are projected to operate at an acceptable LOS under the Projected 2020 Build BOTH Improved conditions.

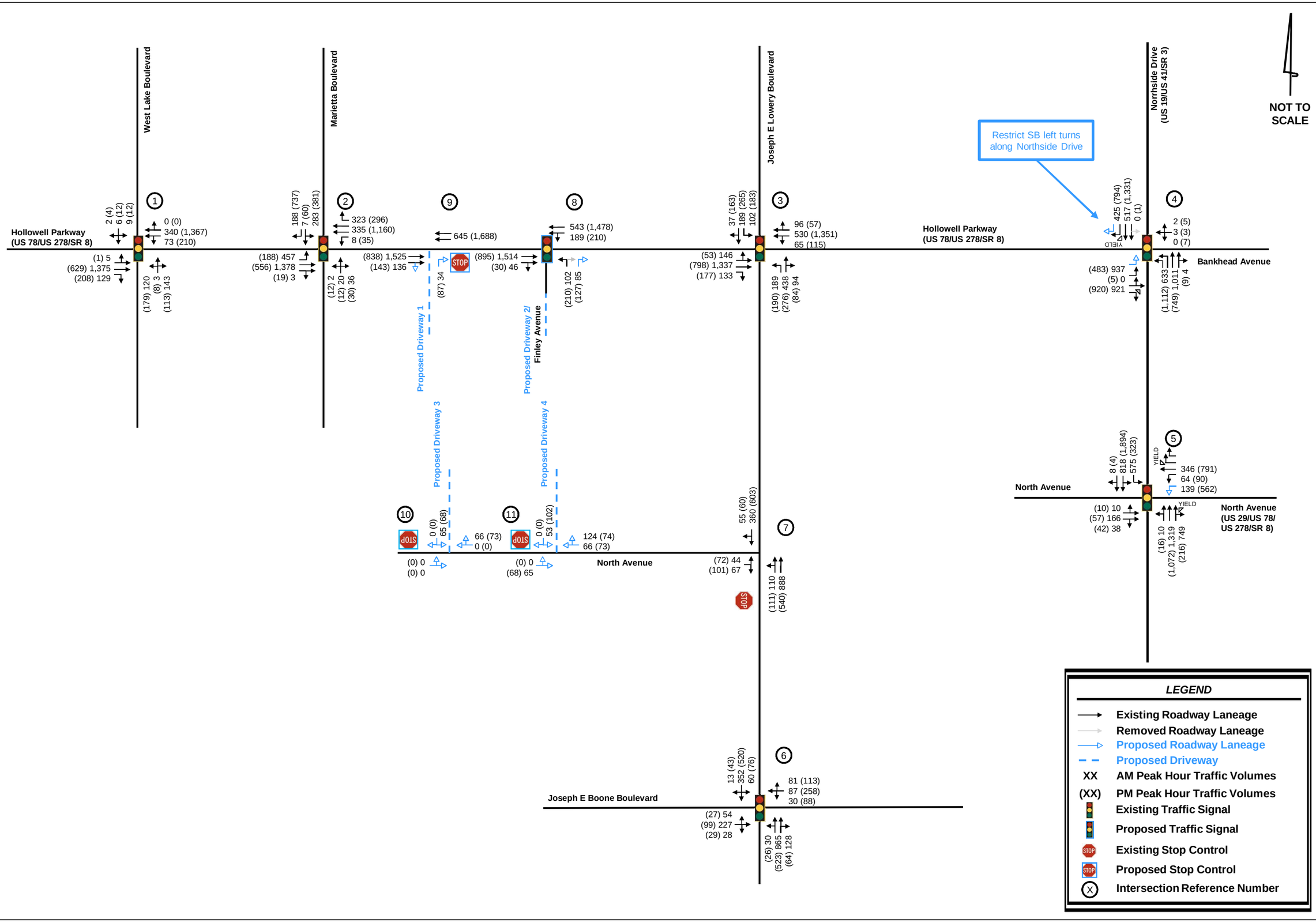


Figure 11

Projected 2020 Build Conditions
With Echo Street Development

1060 Hollowell DRI #2815
Transportation Analysis

Kimley»Horn

7.0 INGRESS/EGRESS ANALYSIS

Vehicular access to the *1060 Hollowell* development is proposed at four (4) locations:

- One (1) proposed stop-controlled right-in/right-out driveway along Hollowell Parkway (US 78/US 278/SR 8).
- One (1) proposed stop-controlled full-movement driveway along Hollowell Parkway (US 78/US 278/SR 8).
- Two (2) proposed stop-controlled full-movement driveway along North Avenue.

The site driveway locations are discussed in *Section 1.3*. All proposed driveways are proposed to be stop-controlled. The proposed site driveways provide vehicular access to the entire development. Internal private roadways throughout the site provide access throughout the project site.

Capacity analyses were performed for the proposed site driveway intersections using *Synchro 9.0*. The results of the capacity analyses for this intersection (LOS, delay, and recommended laneage) are reported in *Section 6.3* of this report.

8.0 IDENTIFICATION OF PROGRAMMED PROJECTS

According to ARC's Transportation Improvement Program, the Regional Transportation Plan (Atlanta Region's Plan), GDOT's construction work programs, the City of Atlanta's programmed projects, and the GA STIP, the following projects are programmed or planned to be completed by the respective years within the vicinity of the proposed development. The identified projects are listed in **Table 13** below.

Table 13: Programmed Improvements

#	Year	Project ID	Project Description
1	Completed	AR-315	US 278 RTOP Communications Project from Marietta Boulevard to Maynard Court
2	TBD	AT-240	US 78/278 SR 8 Pedestrian Facility
3	TBD	AT-287	Northside Drive Signal Upgrades at 13 locations
4	2040	AR-490D	Atlanta Street Car – Atlanta Beltline Crosstown Corridor
5	2040	AR-490D	Atlanta Street Car – Atlanta Beltline West Corridor

Fact sheets for projects can be found in **Appendix F**.

9.0 INTERNAL CIRCULATION ANALYSIS

Internal roadways throughout the site provide vehicular access to all buildings and parking on the site. The proposed site driveway will provide access to buildings on the site. A detailed copy of the proposed site plan with internal site roadways is provided in **Appendix C** and a full-sized site plan is attached to the report.

10.0 COMPLIANCE WITH COMPREHENSIVE PLAN ANALYSIS

The project site currently consists of a mixed-use development and will include residential, hotel, office, and retail/restaurant land uses. The project site is currently zoned I-1 (Light Industrial) and I-2 (Heavy Industrial) according to the City of Atlanta Zoning Ordinance Map. The proposed zoning of the project site is MRC-3 (Mixed Residential and Commercial).

The project site is located within the Bankhead LCI (2013), which is currently in year five of the most recent five-year update. The site is generally consistent with the overall theme of the LCI. The land use maps are provided in **Appendix B**.

Site Photo Log

Kimley»Horn

City of Atlanta, Georgia

Photograph Sheet

KHA Job No.: 013118002

Date: May 2018

Page: 1 of 3

1060 Hollowell DRI #2815

Photo No. 1

Comments: Driveway 1 looking east.

Photo No. 2

Comments: Driveway 1 looking west.

Echo Street DRI #2814

Photo No. 3

Comments: Driveway 1 looking north.

Photo No. 4

Comments: Finley Avenue / Driveway 2 looking east.

Kimley»Horn

City of Atlanta, Georgia

Photograph Sheet

KHA Job No.: 013118001

Date: May 2018

Echo Street DRI #2814

Photo No. 5

Comments: Finley Avenue / Driveway 2 looking west.

Photo No. 6

Comments: Finley Avenue / Driveway 2 looking north.

Land Use and Zoning Maps

SHEET NO. 14-111

ZONING ORDINANCE
CITY OF ATLANTA, GEORGIA
OFFICIAL ZONING MAP

SHEET 28 OF 129 SHEETS

ORDINANCE Z-78-5

LAND LOTS _____

_____ DISTRICT

_____ COUNTY

CERTIFICATION

THIS SHEET 28 OF 129 SHEETS, IS HEREBY CERTIFIED AS INCLUDED IN THE OFFICIAL ZONING MAPS, ON FILE IN THE DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, BUREAU OF PLANNING, AND FORMING A PART OF THE CITY OF ATLANTA ZONING ORDINANCE ADOPTED BY CITY COUNCIL ON DECEMBER 15, 1980 AND APPROVED BY THE MAYOR ON DECEMBER 19, 1980, AS AMENDED

DIRECTOR, BUREAU OF PLANNING
CITY OF ATLANTA, GEORGIA _____ DATE

MUNICIPAL CLERK, CMC
CITY OF ATLANTA, GA _____ DATE

Legend

- Tax Parcels
- Zoning District Outline

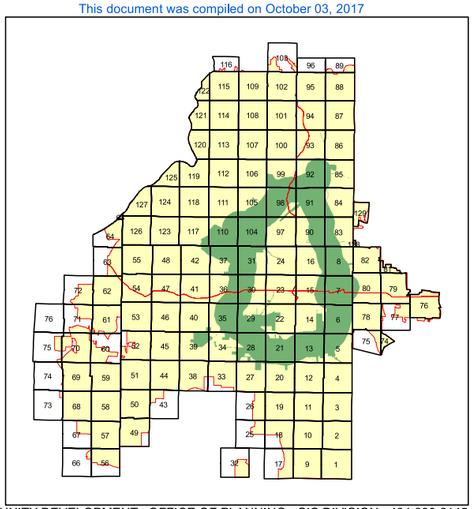
OVERLAY DISTRICTS

- Beltline
- SPI Sign Overlay Districts
- All Others
- Human Service Facilities
- Special Use Permits
- LBS/HBS

Base Zoning

- SPI - Special Public Interest
- Industrial
- Historic & Cultural;
- Live-Work
- QOL Multi-Family;
- QOL Mixed Use
- Commercial
- Neighborhood Commercial;
- Residential - Single Family
- Office Institutional
- Planned Development
- Residential - Duplex
- Residential - Multi-Family
- Residential - Limited Commercial

This document was compiled on October 03, 2017



PARCEL BOUNDARIES SHOWN ARE SUPPLIED BY THE FULTON OR DEKALB COUNTY TAX ASSESSOR. THESE BOUNDARIES MAY NOT REPRESENT THE BOUNDARIES RECOGNIZED BY THE CITY OF ATLANTA FOR THE PURPOSES OF ISSUING BUILDING PERMITS.

CITY OF ATLANTA : DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT : OFFICE OF PLANNING : GIS DIVISION : 404.330.6145
1 INCH = 400 FEET

NPU-K

15 YEAR FUTURE LAND USE MAP
2008 ATLANTA COMPREHENSIVE DEVELOPMENT PLAN (CDP)

ATLANTA
strategic action plan
your city your vision your plan

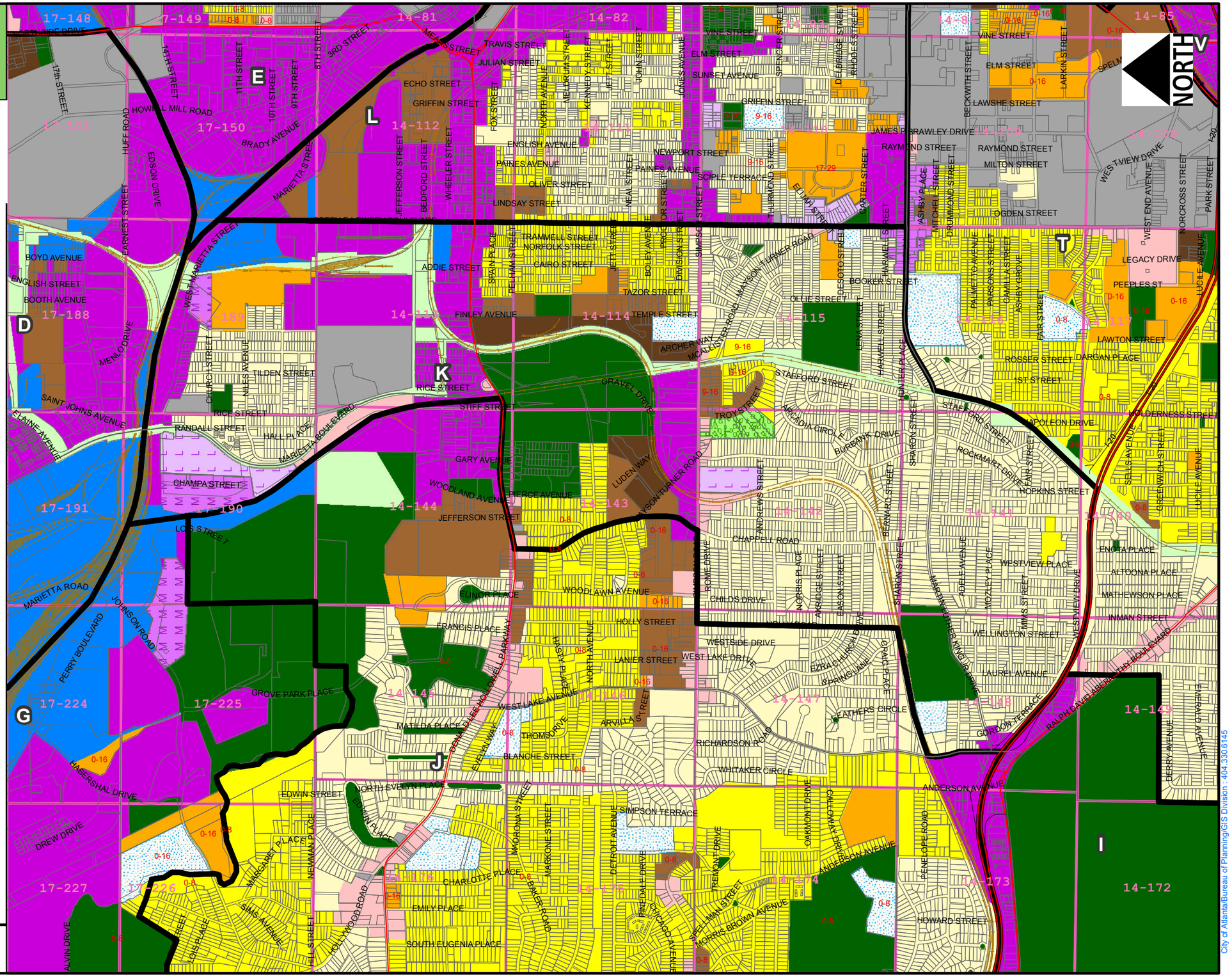
- NPU's
- parcels
- Land Lots

Future Land Use Classifications

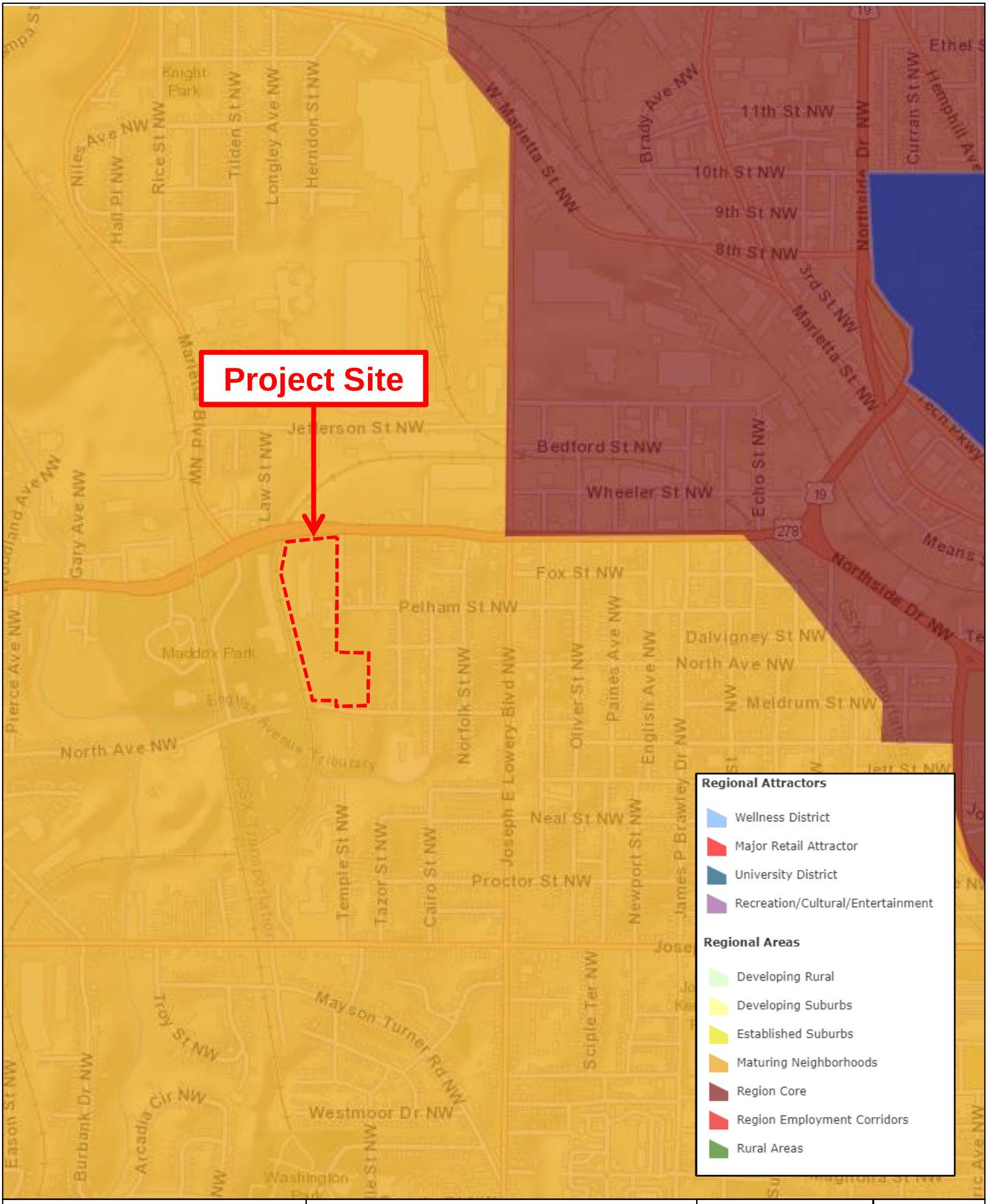
- Transportation/Communication
- Community Facility
- Single Family Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Very High Density Residential
- Low Density Commercial
- High Denstiy Commercial
- Office/Institution
- Office/Institution/Residential
- Open Space
- POS
- Industrial
- Mixed Use
- Low Density Mixed Use
- Medium Density Mixed Use
- High Density Mixed Use

UP-TO-DATE AS OF:
8/25/2011

1 inch = 1,494.166667 feet

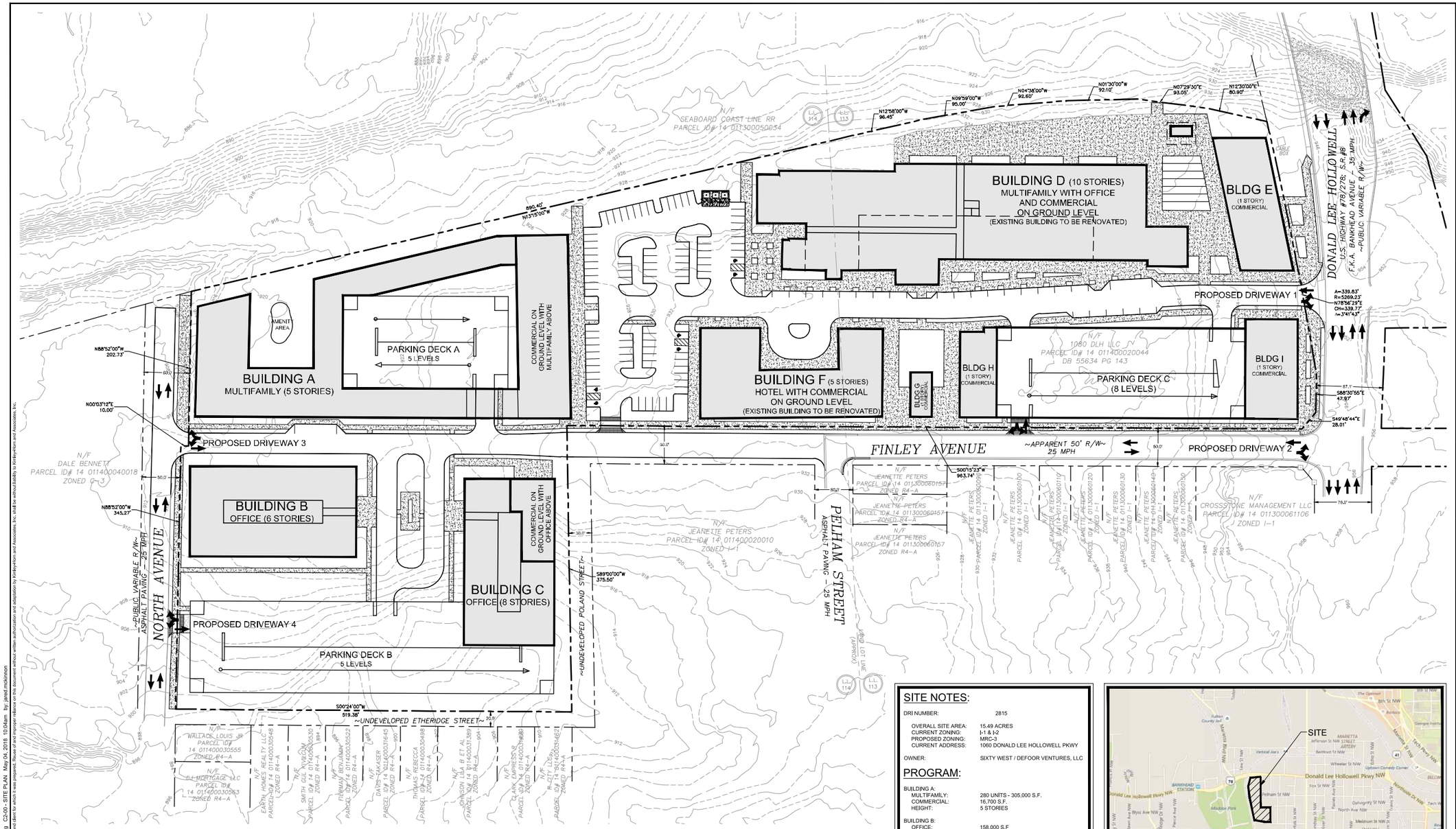


City of Atlanta/Bureau of Planning/GIS Division - 404.330.6145



Kimley»Horn	*1060 Hollowell Parkway* *DRI #XXXX* *Transportation Analysis*	**ARC Unified Growth Policy Map**	**Appendix B**

Proposed Site Plan



NOTE:

THE BUILDING FOOTPRINTS AND STREET LOCATIONS, OPEN SPACE LOCATIONS, SIDEWALK DESIGNS AND LOCATIONS, AND PARKING LOCATIONS ON THIS CONCEPTUAL SITE PLAN ARE FOR ILLUSTRATIVE PURPOSES. THEIR SHAPES, LOCATIONS, AND AMOUNTS MAY VARY AS ALLOWED FOR BY DISTRICT REGULATIONS.

CONTACTS:

APPLICANT:	DEFOOR VENTURES, LLC 3340 PEACHTREE ROAD, NE ATLANTA, GA 30326 CONTACT: WESLEY DEFOOR PHONE: 404-323-8880
TRAFFIC ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 817 WEST PEACHTREE STREET, NW SUITE 601 ATLANTA, GA 30308 CONTACT: ELIZABETH JOHNSON PHONE: 404-419-8700
CIVIL ENGINEER:	KIMLEY-HORN & ASSOCIATES, INC. 11270 AMBER PARK DRIVE SUITE 600 ALPHARETTA, GA 30009 CONTACT: JARED MCKINNON PHONE: 770-619-4280

SITE NOTES:

DRI NUMBER: 2815

OVERALL SITE AREA:	15.49 ACRES
CURRENT ZONING:	I-1 & I-2
PROPOSED ZONING:	MRC-3
CURRENT ADDRESS:	1060 DONALD LEE HOLLOWELL PKWY
OWNER:	SIXTY WEST / DEFOOR VENTURES, LLC

PROGRAM:

BUILDING A:	
MULTIFAMILY:	280 UNITS - 305,000 S.F.
COMMERCIAL:	16,700 S.F.
HEIGHT:	5 STORIES
BUILDING B:	
OFFICE:	158,000 S.F
HEIGHT:	6 STORIES
BUILDING C:	
OFFICE:	205,000 S.F.
COMMERCIAL:	6,000 S.F.
HEIGHT:	8 STORIES
BUILDING D:	
MULTIFAMILY:	420 UNITS - 441,000 S.F.
OFFICE :	22,000 S.F.
COMMERCIAL:	45,000 S.F.
HEIGHT:	10 STORIES
BUILDING E:	
COMMERCIAL:	12,700 S.F.
HEIGHT:	1 STORIES
BUILDING F:	
HOTEL:	150 UNITS - 120,000 S.F.
COMMERCIAL:	22,400 S.F.
HEIGHT:	5 STORIES
BUILDING G:	
COMMERCIAL:	1,800 S.F.
HEIGHT:	1 STORIES
BUILDING H:	
COMMERCIAL:	6,000 S.F.
HEIGHT:	1 STORIES
BUILDING I:	
COMMERCIAL:	9,400 S.F.
HEIGHT:	1 STORIES

PARKING:

REQUIRED:	2,650 SPACES
PROVIDED:	2,650 SPACES

PROPOSED LAND USES & DENSITIES

LAND USES	DENSITIES
APARTMENTS	700 UNITS - 45.19 UNITS/AC
HOTEL	150 ROOMS
COMMERCIAL	120,000 S.F.
OFFICE	385,000 S.F.

FLOOR AREA RATIO

MAX. ALLOWABLE	PROPOSED
7.2*NLA = 4,87,372 S.F.	2.03*NLA = 1,371,000 S.F.

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NORTH

GRAPHIC SCALE IN FEET
0 25 50 100

No.	REVISIONS	DATE	BY
1			
2			
3			
4			
5			
6			
7			

Kimley»Horn

11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE: 770-619-4200
WWW.KIMLEY-HORN.COM

SCALE: AS SHOWN
DRAWN BY: JBM
DESIGNED BY: JBM
CHECKED BY: JM

CLIENT:
DEFOOR VENTURES, LLC
3340 PEACHTREE RD, NE
ATLANTA, GA 30326

SIXTY-WEST
718 WEST BUSINESS HWY 60
DEXTER, MISSOURI 63841

PROJECT:
1060 DONALD LEE HOLLOWELL PARKWAY

TITLE:
DRI SITE PLAN

DATE
04/26/2018

PROJECT NO.
013108000

SHEET NUMBER
DRI-1

Trip Generation Analysis

Trip Generation Analysis (10th Ed. with *2nd Edition Handbook* Daily IC & *3rd Edition* AM/PM IC)

1060 Hollowell Parkway DRI #xxxx

City of Atlanta, GA

Land Use			Intensity		Daily	AM Peak Hour			PM Peak Hour		
					Trips	Total	In	Out	Total	In	Out
Proposed Site Traffic											
	221	Multi-Family Housing (Mid-Rise)	700	d.u.	3,814	230	60	170	287	175	112
	310	Hotel	150	rooms	1,266	70	41	29	86	44	42
	710	General Office Building	385,000	s.f.	3,924	388	334	54	410	66	344
	820	Shopping Center	60,000	s.f. gross leasable area	2,266	56	35	21	229	110	119
	931	Quality Restaurant	15,000	s.f.	1,258	11	N/A	N/A	117	78	39
	932	High-Turnover (Sit-Down) Restaurant	45,000	s.f.	5,048	447	246	201	440	273	167
		Gross Trips			**17,576**	**1,202**	**716**	**475**	**1,569**	**746**	**823**
		Residential Trips			3,814	230	60	170	287	175	112
		Mixed-Use Reductions			*-673*	*-23*	*-3*	*-20*	*-54*	*-32*	*-22*
		Alternative Mode Reductions			*-472*	*-31*	*-9*	*-23*	*-35*	*-21*	*-14*
		Adjusted Residential Trips			2,669	176	48	127	198	122	76
		Office Trips			3,924	388	334	54	410	66	344
		Mixed-Use Reductions			*-339*	*-56*	*-33*	*-23*	*-17*	*-6*	*-11*
		Alternative Mode Reductions			*-538*	*-50*	*-45*	*-5*	*-59*	*-9*	*-50*
		Adjusted Office Trips			3,047	282	256	26	334	51	283
		Retail Trips			2,266	56	35	21	229	110	119
		Mixed-Use Reductions			*-306*	*-14*	*-9*	*-5*	*-75*	*-39*	*-36*
		Alternative Mode Reductions			*-294*	*-6*	*-4*	*-2*	*-23*	*-11*	*-12*
		Pass By Reductions (Based on ITE Rates)			*-566*	*0*	*0*	*0*	*-45*	*-23*	*-23*
		Adjusted Retail Trips			1,100	36	22	14	86	37	48
		Restaurant Trips			6,306	458	246	201	557	351	206
		Mixed-Use Reductions			*-851*	*-63*	*-36*	*-27*	*-94*	*-42*	*-52*
		Alternative Mode Reductions			*-818*	*-59*	*-32*	*-26*	*-69*	*-46*	*-23*
		Pass By Reductions (Based on ITE Rates)			*-1,994*	*0*	*0*	*0*	*-169*	*-85*	*-85*
		Adjusted Restaurant Trips			2,643	336	178	148	225	178	46
		Mixed-Use Reductions - TOTAL			*-2,392*	*-164*	*-82*	*-82*	*-262*	*-131*	*-131*
		Alternative Mode Reductions - TOTAL			*-2,278*	*-155*	*-96*	*-59*	*-196*	*-92*	*-104*
		Pass-By Reductions - TOTAL			*-2,560*	*0*	*0*	*0*	*-214*	*-108*	*-108*
		New Trips			**10,346**	**883**	**538**	**334**	**897**	**415**	**480**
		Driveway Volumes			**12,906**	**883**	**538**	**334**	**1,111**	**523**	**588**

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Intersection Volume Worksheets

INTERSECTION VOLUME DEVELOPMENT

Intersection #1: Hollowell Parkway @ West Lake Avenue

AM PEAK HOUR

Description	West Lake Avenue Northbound			West Lake Avenue Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	116	3	93	9	6	2	5	1,189	125	44	223	0
Pedestrians		2			0			0			3	
Conflicting Pedestrians	0		3	3		0	0		2	2		0
Heavy Vehicles	1	0	0	0	0	0	0	28	0	0	17	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	8%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	116	3	93	9	6	2	5	1189	125	44	223	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								4			14	
1350 West Marietta Street DRI #2774			9					26		10	21	
2020 Background Traffic	120	3	105	9	6	2	5	1,255	129	55	265	0
Project Trips												
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	0	0	0	7	0	0	19	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Hotel Trips	0	0	2	0	0	0	0	5	0	1	3	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Office Trips	0	0	13	0	0	0	0	38	0	1	4	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Retail Trips	0	0	1	0	0	0	0	3	0	1	2	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Restaurant Trips	0	0	9	0	0	0	0	27	0	7	22	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	25	0	0	0	0	80	0	10	50	0
2020 Buildout Total	120	3	130	9	6	2	5	1,335	129	65	315	0

PM PEAK HOUR

Description	West Lake Avenue Northbound			West Lake Avenue Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	174	8	72	12	12	4	1	474	202	161	1,185	0
Pedestrians		6			3			5			5	
Conflicting Pedestrians	5		5	5		5	3		6	6		3
Heavy Vehicles	1	0	1	0	0	0	0	22	0	0	33	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	3%	0%
Peak Hour Factor		0.92			0.92			0.92			0.92	
Adjustment												
Adjusted 2018 Volumes	174	8	72	12	12	4	1	474	202	161	1185	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								11			6	
1350 West Marietta Street DRI #2774			14					36		14	37	
2020 Background Traffic	179	8	88	12	12	4	1	535	208	180	1,264	0
Project Trips												
Trip Distribution IN								15%				
Trip Distribution OUT											15%	
Residential Trips	0	0	0	0	0	0	0	18	0	0	11	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Hotel Trips	0	0	1	0	0	0	0	4	0	1	4	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Office Trips	0	0	3	0	0	0	0	8	0	14	42	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Retail Trips	0	0	2	0	0	0	0	6	0	2	7	0
Trip Distribution IN			5%					15%				
Trip Distribution OUT										5%	15%	
Restaurant Trips	0	0	9	0	0	0	0	27	0	2	7	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	15	0	0	0	0	63	0	19	71	0
2020 Buildout Total	179	8	103	12	12	4	1	598	208	199	1,335	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #2: Hollowell Parkway @ Marietta Boulevard
AM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	2	19	35	150	7	151	409	1,180	3	8	220	212
Pedestrians		3			6			0			0	
Conflicting Pedestrians	0		0	0		0	6		3	3		6
Heavy Vehicles	0	0	3	10	0	23	28	10	0	0	1	14
Heavy Vehicle %	2%	2%	9%	7%	2%	15%	7%	2%	2%	2%	2%	7%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	2	19	35	150	7	151	409	1180	3	8	220	212
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								4			14	
1350 West Marietta Street DRI #2774				46		32	36					48
2020 Background Traffic	2	20	36	201	7	188	457	1,220	3	8	241	266
Project Trips												
Trip Distribution IN				15%				15%				
Trip Distribution OUT											15%	15%
Residential Trips	0	0	0	7	0	0	0	7	0	0	19	19
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Hotel Trips	0	0	0	3	0	0	0	7	0	0	4	2
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Office Trips	0	0	0	26	0	0	0	51	0	0	5	3
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Retail Trips	0	0	0	2	0	0	0	4	0	0	3	1
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Restaurant Trips	0	0	0	18	0	0	0	36	0	0	30	15
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	56	0	0	0	105	0	0	61	40
2020 Buildout Total	2	20	36	257	7	188	457	1,325	3	8	302	306

PM PEAK HOUR

Description	Marietta Boulevard Northbound			Marietta Boulevard Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	12	12	29	248	58	658	134	406	18	34	989	147
Pedestrians		6			4			0			2	
Conflicting Pedestrians	0		2	2		0	4		6	6		4
Heavy Vehicles	0	0	0	10	0	30	21	4	0	0	3	5
Heavy Vehicle %	2%	2%	2%	4%	2%	5%	16%	2%	2%	2%	2%	3%
Peak Hour Factor		0.98			0.98			0.98			0.98	
Adjustment												
Adjusted 2018 Volumes	12	12	29	248	58	658	134	406	18	34	989	147
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								11			6	
1350 West Marietta Street DRI #2774				58		59	50					73
2020 Background Traffic	12	12	30	313	60	737	188	429	19	35	1,025	224
Project Trips												
Trip Distribution IN				15%				15%				
Trip Distribution OUT											15%	15%
Residential Trips	0	0	0	18	0	0	0	18	0	0	11	11
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Hotel Trips	0	0	0	3	0	0	0	5	0	0	5	3
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Office Trips	0	0	0	5	0	0	0	10	0	0	57	28
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Retail Trips	0	0	0	4	0	0	0	7	0	0	10	5
Trip Distribution IN				10%				20%				
Trip Distribution OUT											20%	10%
Restaurant Trips	0	0	0	18	0	0	0	36	0	0	9	5
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	48	0	0	0	76	0	0	92	52
2020 Buildout Total	12	12	30	361	60	737	188	505	19	35	1,117	276

INTERSECTION VOLUME DEVELOPMENT

Intersection #3: Hollowell Parkway @ Joseph E Lowery Boulevard

AM PEAK HOUR

Description	Joseph E Lowery Boulevard Northbound			Joseph E Lowery Boulevard Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	164	371	60	99	152	13	96	1,113	104	21	240	93
Pedestrians		3			3			1			4	
Conflicting Pedestrians	1		4	4		1	3		3	3		3
Heavy Vehicles	0	10	0	8	4	0	4	20	2	0	12	1
Heavy Vehicle %	2%	3%	2%	8%	3%	2%	4%	2%	2%	2%	5%	2%
Peak Hour Factor		0.97			0.97			0.97			0.97	
Adjustment												
Adjusted 2018 Volumes	164	371	60	99	152	13	96	1113	104	21	240	93
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								4			14	
1350 West Marietta Street DRI #2774	9							38	10		39	
2020 Background Traffic	178	382	62	102	157	13	99	1,189	117	22	300	96
Project Trips												
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Residential Trips	1	3	10	0	1	1	4	41	6	2	17	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Hotel Trips	1	0	2	0	1	1	1	6	1	1	12	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Office Trips	5	1	2	0	8	5	1	8	1	10	92	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Retail Trips	0	0	1	0	1	0	0	4	1	1	8	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Restaurant Trips	4	3	12	0	5	4	4	47	7	7	64	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	11	7	27	0	16	11	10	106	16	21	193	0
2020 Buildout Total	189	389	89	102	173	24	109	1,295	133	43	493	96

PM PEAK HOUR

Description	Joseph E Lowery Boulevard Northbound			Joseph E Lowery Boulevard Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	162	217	41	178	228	134	11	531	136	71	1,060	55
Pedestrians		5			5			6			7	
Conflicting Pedestrians	6		7	7		6	5		5	5		5
Heavy Vehicles	1	2	0	4	0	1	0	9	2	1	17	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	162	217	41	178	228	134	11	531	136	71	1060	55
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								11			6	
1350 West Marietta Street DRI #2774	14							54	14		57	
2020 Background Traffic	181	224	42	183	235	138	11	612	154	73	1,155	57
Project Trips												
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Residential Trips	2	2	6	0	4	2	2	24	4	5	44	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Hotel Trips	1	1	2	0	1	1	1	9	1	1	10	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Office Trips	1	6	23	0	2	1	8	91	14	2	18	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Retail Trips	1	1	4	0	1	1	1	15	2	1	13	0
Trip Distribution IN	2%				3%	2%				4%	36%	
Trip Distribution OUT		2%	8%				3%	32%	5%			
Restaurant Trips	4	1	4	0	5	4	1	15	2	7	64	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	9	11	39	0	13	9	13	154	23	16	149	0
2020 Buildout Total	190	235	81	183	248	147	24	766	177	89	1,304	57

INTERSECTION VOLUME DEVELOPMENT

Intersection #4: Northside Drive @ Hollowell Parkway / Bankhead Avenue
AM PEAK HOUR

Description	Northside Drive Northbound			Northside Drive Southbound			Hollowell Parkway Eastbound			Bankhead Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	246	936	4	0	454	149	736	0	642	0	3	2
Pedestrians		5			2			1			2	
Conflicting Pedestrians	1		2	2		1	2		5	5		2
Heavy Vehicles	14	11	0	0	9	1	7	0	22	0	0	0
Heavy Vehicle %	6%	2%	2%	0%	2%	2%	2%	0%	3%	0%	2%	2%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	246	936	4	0	454	149	736	0	642	0	3	2
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677	14	14			4				4			
1350 West Marietta Street DRI #2774	39	33			45				38			
2020 Background Traffic	306	1,011	4	0	517	154	758	0	703	0	3	2
Project Trips												
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Residential Trips	10	0	0	0	0	10	25	0	25	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Hotel Trips	7	0	0	0	0	7	4	0	4	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Office Trips	51	0	0	0	0	51	5	0	5	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Retail Trips	4	0	0	0	0	4	3	0	3	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Restaurant Trips	36	0	0	0	0	36	30	0	30	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	108	0	0	0	0	108	67	0	67	0	0	0
2020 Buildout Total	414	1,011	4	0	517	262	825	0	770	0	3	2

PM PEAK HOUR

Description	Northside Drive Northbound			Northside Drive Southbound			Hollowell Parkway Eastbound			Bankhead Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	759	665	9	1	1,233	561	245	5	559	7	3	5
Pedestrians		8			2			3			2	
Conflicting Pedestrians	3		2	2		3	2		8	8		2
Heavy Vehicles	14	3	0	0	4	4	0	0	11	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2018 Volumes	759	665	9	1	1233	561	245	5	559	7	3	5
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677	6	6			11				11			
1350 West Marietta Street DRI #2774	57	58			50				54			
2020 Background Traffic	845	749	9	1	1,331	578	252	5	641	7	3	5
Project Trips												
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Residential Trips	24	0	0	0	0	24	15	0	15	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Hotel Trips	5	0	0	0	0	5	5	0	5	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Office Trips	10	0	0	0	0	10	57	0	57	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Retail Trips	7	0	0	0	0	7	10	0	10	0	0	0
Trip Distribution IN	20%					20%						
Trip Distribution OUT							20%		20%			
Restaurant Trips	36	0	0	0	0	36	9	0	9	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	82	0	0	0	0	82	96	0	96	0	0	0
2020 Buildout Total	927	749	9	1	1,331	660	348	5	737	7	3	5

INTERSECTION VOLUME DEVELOPMENT

Intersection #5: Northside Drive @ North Avenue

AM PEAK HOUR

Description	Northside Drive Northbound			Northside Drive Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	4	1,019	615	428	591	8	10	146	27	97	36	165
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	22	1	1	18	0	0	0	0	0	0	5
Heavy Vehicle %	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	3%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	4	1019	615	428	591	8	10	146	27	97	36	165
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677	6	46	115		36				10	39		
1350 West Marietta Street DRI #2774		33		38	45							39
2020 Background Traffic	10	1,129	749	479	690	8	10	150	38	139	37	209
Project Trips												
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Residential Trips	0	5	0	13	13	0	0	6	0	0	2	5
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Hotel Trips	0	3	0	2	2	0	0	1	0	0	2	3
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Office Trips	0	26	0	3	3	0	0	1	0	0	13	26
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Retail Trips	0	2	0	1	1	0	0	1	0	0	1	2
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Restaurant Trips	0	18	0	15	15	0	0	7	0	0	9	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	54	0	34	34	0	0	16	0	0	27	54
2020 Buildout Total	10	1,183	749	513	724	8	10	166	38	139	64	263

PM PEAK HOUR

Description	Northside Drive Northbound			Northside Drive Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	8	798	151	191	1,625	4	10	33	30	448	67	592
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	8	798	151	191	1625	4	10	33	30	448	67	592
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677	8	37	60		56				11	100		
1350 West Marietta Street DRI #2774		58		54	50							57
2020 Background Traffic	16	917	216	251	1,780	4	10	34	42	562	69	667
Project Trips												
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Residential Trips	0	12	0	8	8	0	0	4	0	0	6	12
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Hotel Trips	0	3	0	3	3	0	0	1	0	0	1	3
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Office Trips	0	5	0	28	28	0	0	14	0	0	3	5
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Retail Trips	0	4	0	5	5	0	0	2	0	0	2	4
Trip Distribution IN		10%									5%	10%
Trip Distribution OUT				10%	10%			5%				
Restaurant Trips	0	18	0	5	5	0	0	2	0	0	9	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	42	0	49	49	0	0	23	0	0	21	42
2020 Buildout Total	16	959	216	300	1,829	4	10	57	42	562	90	709

INTERSECTION VOLUME DEVELOPMENT

Intersection #6: Joseph E Lowery Boulevard @ Joseph E Boone Boulevard
AM PEAK HOUR

	Joseph E Lowery Boulevard Northbound			Joseph E Lowery Boulevard Southbound			Joseph E Boone Boulevard Eastbound			Joseph E Boone Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	29	726	124	25	262	13	52	220	27	29	84	26
Pedestrians		5			7			6			7	
Conflicting Pedestrians	6		7	7		6	7		5	5		7
Heavy Vehicles	0	10	2	1	7	1	1	2	1	1	1	0
Heavy Vehicle %	2%	2%	2%	4%	3%	8%	2%	2%	4%	3%	2%	2%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	29	726	124	25	262	13	52	220	27	29	84	26
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774		9			10							
2020 Background Traffic	30	757	128	26	280	13	54	227	28	30	87	27
Project Trips												
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Residential Trips	0	5	0	13	13	0	0	0	0	0	0	5
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Hotel Trips	0	3	0	2	2	0	0	0	0	0	0	3
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Office Trips	0	26	0	3	3	0	0	0	0	0	0	26
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Retail Trips	0	2	0	1	1	0	0	0	0	0	0	2
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Restaurant Trips	0	18	0	15	15	0	0	0	0	0	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	54	0	34	34	0	0	0	0	0	0	54
2020 Buildout Total	30	811	128	60	314	13	54	227	28	30	87	81

PM PEAK HOUR

	Joseph E Lowery Boulevard Northbound			Joseph E Lowery Boulevard Southbound			Joseph E Boone Boulevard Eastbound			Joseph E Boone Boulevard Westbound		
Description	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	25	411	62	26	412	42	26	96	28	85	250	69
Pedestrians		12			12			25			47	
Conflicting Pedestrians	25		47	47		25	12		12	12		12
Heavy Vehicles	0	3	1	0	3	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Peak Hour Factor		0.99			0.99			0.99			0.99	
Adjustment												
Adjusted 2018 Volumes	25	411	62	26	412	42	26	96	28	85	250	69
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774		14			14							
2020 Background Traffic	26	437	64	27	438	43	27	99	29	88	258	71
Project Trips												
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Residential Trips	0	12	0	8	8	0	0	0	0	0	0	12
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Hotel Trips	0	3	0	3	3	0	0	0	0	0	0	3
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Office Trips	0	5	0	28	28	0	0	0	0	0	0	5
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Retail Trips	0	4	0	5	5	0	0	0	0	0	0	4
Trip Distribution IN		10%										10%
Trip Distribution OUT				10%	10%							
Restaurant Trips	0	18	0	5	5	0	0	0	0	0	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	42	0	49	49	0	0	0	0	0	0	42
2020 Buildout Total	26	479	64	76	487	43	27	99	29	88	258	113

INTERSECTION VOLUME DEVELOPMENT

Intersection #7: Joseph E Lowery Boulevard @ North Avenue
AM PEAK HOUR

Description	Joseph E Lowery Boulevard Northbound			Joseph E Lowery Boulevard Southbound			North Avenue Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	2	801			293	1	1		11			
Pedestrians		0			1			2			6	
Conflicting Pedestrians	2		6	6		2	1		0	0		1
Heavy Vehicles	0	11	0	0	6	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.90			0.90			0.90			0.90	
Adjustment												
Adjusted 2018 Volumes	2	801	0	0	293	1	1	0	11	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774		9			10							
2020 Background Traffic	2	834	0	0	312	1	1	0	11	0	0	0
Project Trips												
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Residential Trips	10	0	0	0	4	5	17	0	22	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Hotel Trips	7	0	0	0	1	3	2	0	3	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Office Trips	51	0	0	0	1	26	3	0	4	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Retail Trips	4	0	0	0	0	2	2	0	2	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Restaurant Trips	36	0	0	0	4	18	19	0	25	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	108	0	0	0	10	54	43	0	56	0	0	0
2020 Buildout Total	110	834	0	0	322	55	44	0	67	0	0	0

PM PEAK HOUR

Description	Joseph E Lowery Boulevard Northbound			Joseph E Lowery Boulevard Southbound			North Avenue Eastbound			Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	28	468			517	17	9		18			
Pedestrians		20			3			9			24	
Conflicting Pedestrians	9		24	24		9	3		20	20		3
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	0
Heavy Vehicle %	2%	2%	0%	0%	2%	2%	2%	0%	2%	0%	0%	0%
Peak Hour Factor		0.96			0.96			0.96			0.96	
Adjustment												
Adjusted 2018 Volumes	28	468	0	0	517	17	9	0	18	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774		14			14							
2020 Background Traffic	29	496	0	0	547	18	9	0	19	0	0	0
Project Trips												
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Residential Trips	24	0	0	0	2	12	10	0	13	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Hotel Trips	5	0	0	0	1	3	4	0	5	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Office Trips	10	0	0	0	8	5	37	0	48	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Retail Trips	7	0	0	0	1	4	6	0	8	0	0	0
Trip Distribution IN	20%					10%						
Trip Distribution OUT					3%		13%		17%			
Restaurant Trips	36	0	0	0	1	18	6	0	8	0	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	82	0	0	0	13	42	63	0	82	0	0	0
2020 Buildout Total	111	496	0	0	560	60	72	0	101	0	0	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #8: Hollowell Parkway @ Finley Avenue / Driveway 2

AM PEAK HOUR

Description	Finley Avenue / Driveway 2 Northbound Left	Through	Right	Southbound Left	Through	Right	Hollowell Parkway Eastbound Left	Through	Right	Hollowell Parkway Westbound Left	Through	Right
Observed 2018 Traffic Volumes	2		0					1,311	18	0	418	
Pedestrians		5			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		5	5		0
Heavy Vehicles	0	0	0	0	0	0	0	24	0	0	11	0
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	2%	2%	0%	3%	0%
Peak Hour Factor		0.95			0.95			0.95			0.95	
Adjustment												
Adjusted 2018 Volumes	2	0	0	0	0	0	0	1311	18	0	418	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								4			14	
1350 West Marietta Street DRI #2774								46			48	
2020 Background Traffic	2	0	0	0	0	0	0	1,401	19	0	493	0
Project Trips												
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Residential Trips	38	0	32	0	0	0	0	13	2	17	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Hotel Trips	6	0	5	0	0	0	0	2	2	12	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Office Trips	8	0	7	0	0	0	0	3	13	90	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Retail Trips	4	0	4	0	0	0	0	1	1	8	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Restaurant Trips	44	0	37	0	0	0	0	15	9	62	0	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	100	0	85	0	0	0	0	34	27	189	0	0
2020 Buildout Total	102	0	85	0	0	0	0	1,435	46	189	493	0

PM PEAK HOUR

Description	Finley Avenue / Driveway 2 Northbound Left	Through	Right	Southbound Left	Through	Right	Hollowell Parkway Eastbound Left	Through	Right	Hollowell Parkway Westbound Left	Through	Right
Observed 2018 Traffic Volumes	2		0					683	3	1	1,359	
Pedestrians		10			2			0			0	
Conflicting Pedestrians	0		0	0		0	2		10	10		2
Heavy Vehicles	0	0	0	0	0	0	0	11	0	0	10	0
Heavy Vehicle %	2%	0%	0%	0%	0%	0%	0%	2%	2%	2%	2%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	2	0	0	0	0	0	0	683	3	1	1359	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								11			6	
1350 West Marietta Street DRI #2774								58			73	
2020 Background Traffic	2	0	0	0	0	0	0	773	3	1	1,479	0
Project Trips												
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Residential Trips	23	0	19	0	0	0	0	8	6	43	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Hotel Trips	8	0	7	0	0	0	0	3	1	9	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Office Trips	85	0	71	0	0	0	0	28	3	18	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Retail Trips	14	0	12	0	0	0	0	5	2	13	0	0
Trip Distribution IN									5%	35%		
Trip Distribution OUT	30%		25%					10%				
Restaurant Trips	14	0	12	0	0	0	0	5	9	62	0	0
Pass-By Trips	64	0	6	0	0	0	0	-6	6	64	-64	0
Total Project Trips	208	0	127	0	0	0	0	43	27	209	-64	0
2020 Buildout Total	210	0	127	0	0	0	0	816	30	210	1,415	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #9: Hollowell Parkway @ Driveway 1
AM PEAK HOUR

Description	Driveway 1 Northbound			Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				0		0	0	1,329			420	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.00			0.00			0.00			0.00	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	1329	0	0	420	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								4			14	
1350 West Marietta Street DRI #2774								46			48	
2020 Background Traffic	0	0	0	0	0	0	0	1,419	0	0	495	0
Project Trips												
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Residential Trips	0	0	13	0	0	0	0	2	12	0	38	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Hotel Trips	0	0	2	0	0	0	0	2	9	0	6	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Office Trips	0	0	3	0	0	0	0	13	64	0	8	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Retail Trips	0	0	1	0	0	0	0	1	6	0	4	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Restaurant Trips	0	0	15	0	0	0	0	9	45	0	44	0
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	34	0	0	0	0	27	136	0	100	0
2020 Buildout Total	0	0	34	0	0	0	0	1,446	136	0	595	0

PM PEAK HOUR

Description	Driveway 1 Northbound			Southbound			Hollowell Parkway Eastbound			Hollowell Parkway Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	686	0	0	1,361	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	2%	0%
Peak Hour Factor		0.94			0.94			0.94			0.94	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	686	0	0	1361	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677								11			6	
1350 West Marietta Street DRI #2774								58			73	
2020 Background Traffic	0	0	0	0	0	0	0	776	0	0	1,481	0
Project Trips												
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Residential Trips	0	0	8	0	0	0	0	6	31	0	23	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Hotel Trips	0	0	3	0	0	0	0	1	7	0	8	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Office Trips	0	0	28	0	0	0	0	3	13	0	85	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Retail Trips	0	0	5	0	0	0	0	2	9	0	14	0
Trip Distribution IN								5%	25%			
Trip Distribution OUT			10%								30%	
Restaurant Trips	0	0	5	0	0	0	0	9	45	0	14	0
Pass-By Trips	0	0	38	0	0	0	0	-38	38	0	0	0
Total Project Trips	0	0	87	0	0	0	0	-17	143	0	144	0
2020 Buildout Total	0	0	87	0	0	0	0	759	143	0	1,625	0

INTERSECTION VOLUME DEVELOPMENT

Intersection #10: Driveway 3 @ North Avenue

AM PEAK HOUR

Description	Northbound			Driveway 3 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				0		0	0	0			0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.00			0.00			0.00			0.00	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774												
2020 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN												35%
Trip Distribution OUT				35%								
Residential Trips	0	0	0	44	0	0	0	0	0	0	0	17
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Hotel Trips	0	0	0	2	0	0	0	0	0	0	0	3
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Office Trips	0	0	0	3	0	0	0	0	0	0	0	26
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Retail Trips	0	0	0	1	0	0	0	0	0	0	0	2
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Restaurant Trips	0	0	0	15	0	0	0	0	0	0	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	65	0	0	0	0	0	0	0	66
2020 Buildout Total	0	0	0	65	0	0	0	0	0	0	0	66

PM PEAK HOUR

Description	Northbound			Driveway 3 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.00			0.00			0.00			0.00	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774												
2020 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN												35%
Trip Distribution OUT				35%								
Residential Trips	0	0	0	27	0	0	0	0	0	0	0	43
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Hotel Trips	0	0	0	3	0	0	0	0	0	0	0	3
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Office Trips	0	0	0	28	0	0	0	0	0	0	0	5
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Retail Trips	0	0	0	5	0	0	0	0	0	0	0	4
Trip Distribution IN												10%
Trip Distribution OUT				10%								
Restaurant Trips	0	0	0	5	0	0	0	0	0	0	0	18
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	68	0	0	0	0	0	0	0	73
2020 Buildout Total	0	0	0	68	0	0	0	0	0	0	0	73

INTERSECTION VOLUME DEVELOPMENT

Intersection #11: Driveway 4 @ North Avenue
AM PEAK HOUR

Description	Northbound			Driveway 4 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes				0		0	0	0			0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.00			0.00			0.00			0.00	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774												
2020 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN											35%	
Trip Distribution OUT								35%				
Residential Trips	0	0	0	0	0	0	0	44	0	0	17	0
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Hotel Trips	0	0	0	5	0	0	0	2	0	0	3	9
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Office Trips	0	0	0	7	0	0	0	3	0	0	26	64
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Retail Trips	0	0	0	4	0	0	0	1	0	0	2	6
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Restaurant Trips	0	0	0	37	0	0	0	15	0	0	18	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	53	0	0	0	65	0	0	66	124
2020 Buildout Total	0	0	0	53	0	0	0	65	0	0	66	124

PM PEAK HOUR

Description	Northbound			Driveway 4 Southbound			North Avenue Eastbound			North Avenue Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed 2018 Traffic Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians		0			0			0			0	
Conflicting Pedestrians	0		0	0		0	0		0	0		0
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Heavy Vehicle %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Peak Hour Factor		0.00			0.00			0.00			0.00	
Adjustment												
Adjusted 2018 Volumes	0	0	0	0	0	0	0	0	0	0	0	0
Annual Growth Rate	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%	1.5%
Growth Factor	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030
New Road Adjustment												
Herndon Homes DRI #2677												
1350 West Marietta Street DRI #2774												
2020 Background Traffic	0	0	0	0	0	0	0	0	0	0	0	0
Project Trips												
Trip Distribution IN											35%	
Trip Distribution OUT								35%				
Residential Trips	0	0	0	0	0	0	0	27	0	0	43	0
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Hotel Trips	0	0	0	7	0	0	0	3	0	0	3	7
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Office Trips	0	0	0	71	0	0	0	28	0	0	5	13
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Retail Trips	0	0	0	12	0	0	0	5	0	0	4	9
Trip Distribution IN											10%	25%
Trip Distribution OUT				25%				10%				
Restaurant Trips	0	0	0	12	0	0	0	5	0	0	18	45
Pass-By Trips	0	0	0	0	0	0	0	0	0	0	0	0
Total Project Trips	0	0	0	102	0	0	0	68	0	0	73	74
2020 Buildout Total	0	0	0	102	0	0	0	68	0	0	73	74

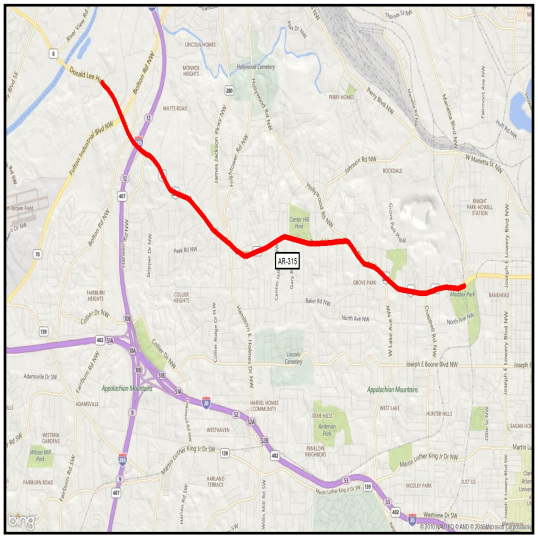
APPENDIX F

Programmed Project Fact Sheets

AR-315

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	RTOP - US 278 (D.L. HOLLOWELL PARKWAY) COMMUNICATIONS PROJECT FROM MARIETTA BOULEVARD TO MAYNARD COURT
GDOT Project No.	0015663
Federal ID No.	
Status	Completed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	Regional - Central
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	N/A	**LCI**		**Network Year**	TBD
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	N/A miles

Detailed Description and Justification

This project will install new 96 Fiber optic SM cable along US 278 (D.L. Hollowell Parkway) between the intersections of Marietta Boulevard and Maynard Court. This works expands over 17 intersections. This will require approximately 26,200 feet of 96F SM fiber optic cable, 17 new 96F aerial closures, 17 new 12F SM FDCs with additional drop cable.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)	AUTH	2017	**$460,000**	~~$460,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~
				$460,000	**$460,000**	**$0,000**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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AT-240

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	US 78/278/SR 8 (D.L. HOLLOWELL PARKWAY) PEDESTRIAN FACILITY - PHASE A FROM WEST LAKE AVENUE/FLORENCE PLACE TO PROCTOR CREEK (WEST OF GARY AVENUE)
GDOT Project No.	0010322
Federal ID No.	N/A
Status	Programmed
Service Type	Last Mile Connectivity / Joint Bike-Ped Facilities
Sponsor	City of Atlanta
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)

Existing Thru Lane	4	**LCI**	X	**Network Year**	TBD
Planned Thru Lane	4	**Flex**		**Corridor Length**	0.8 miles

Detailed Description and Justification

The proposed improvements would construct a 9-foot multi-use path (6-foot sidewalks and 4-foot one way bike pair) along Donald Lee Hollowell and add streetscape trees, pedestrian and street lighting inside a 6-foot tree planting zone along Donald Lee Hollowell from West Lake Ave./Florence Place to Proctor Creek (west of Gary Avenue). The proposed improvements to this project would also realign West Lake Avenue with Florence Place. The proposed improvements would also re-stripe Chappell Road in order to align through movements across Donald Lee Hollowell Parkway, eliminating the existing conflicting lane alignments. The proposed improvements would also add a dedicated left turn lane on Chappell Road, add dedicated left turn lanes with adequate storage along Donald Lee Hollowell, add a dedicated right turn lane to westbound Donald Lee Hollowell, and improve the right turn radius on southbound Dobbs Street.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2011	**$698,000**	~~$469,833~~	~~$0,000~~	~~$0,000~~	~~$228,167~~
ROW	Local Jurisdiction/Municipality Funds		2018	**$1,373,213**	$0,000	$0,000	$0,000	$1,373,213
UTL	Local Jurisdiction/Municipality Funds		2019	**$998,589**	$0,000	$0,000	$0,000	$998,589
CST	Surface Transportation Block Grant (STBG) Program - Urban (>200K) (ARC)		2019	**$3,695,069**	$2,956,055	$739,014	$0,000	$0,000
				$6,764,871	**$3,425,888**	**$739,014**	**$0,000**	**$2,599,969**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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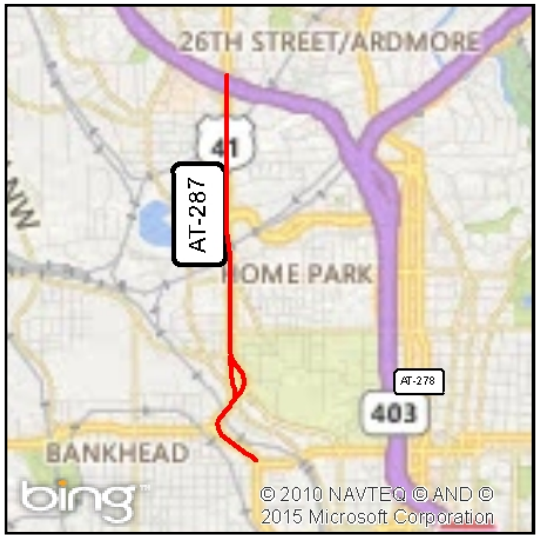
AT-287

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	US 19/41 (NORTHSIDE DRIVE) SIGNAL UPGRADES AT 13 LOCATIONS
GDOT Project No.	0012823
Federal ID No.	
Status	Programmed
Service Type	Roadway / Operations & Safety
Sponsor	GDOT
Jurisdiction	City of Atlanta
Analysis Level	Exempt from Air Quality Analysis (40 CFR 93)



Existing Thru Lane	6	**LCI**		**Network Year**	TBD
Planned Thru Lane	6	**Flex**		**Corridor Length**	N/A miles

Detailed Description and Justification

Signal upgrades on SR 3 (Northside Drive) and Hemphill Avenue at SR 9 in the City of Atlanta and Georgia Tech area. Total corridor length is approximately 2.5 miles, with 11 signal upgrades: North Avenue, Donald Lee Hollowell Parkway NW, Marietta Street, 10th Street, 14th Street, 17th Street, Deering Road, Bellemeade Avenue, I-75 SB, I-75 NB, and at Hemphill Avenue/14th Street.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
PE	STP - Urban (>200K) (ARC)	AUTH	2014	**$325,000**	~~$325,000~~	~~$0,000~~	~~$0,000~~	~~$0,000~~
ROW	Congestion Mitigation & Air Quality Improvement (CMAQ)		2018	**$650,000**	$520,000	$130,000	$0,000	$0,000
CST	Congestion Mitigation & Air Quality Improvement (CMAQ)		2019	**$1,690,000**	$1,352,000	$338,000	$0,000	$0,000
				$2,665,000	**$2,197,000**	**$468,000**	**$0,000**	**$0,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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AR-490C

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	ATLANTA STREETCAR - MIDTOWN / CROSSTOWN CORRIDOR FROM BELTLINE EAST CORRIDOR TO BELTLINE WEST CORRIDOR
GDOT Project No.	TBD
Federal ID No.	
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	City of Atlanta
Jurisdiction	Regional - Central
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**		**Network Year**	2040
Planned Thru Lane	N/A	**Flex**		**Corridor Length**	4.8 miles

Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 4.8 miles serving as a Midtown/Crosstown Corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	**$345,600,000**	$155,520,000	$0,000	$0,000	$190,080,000
				$345,600,000	**$155,520,000**	**$0,000**	**$0,000**	**$190,080,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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AR-490D

Atlanta Region's Plan RTP (2016) PROJECT FACT SHEET

Short Title	ATLANTA STREETCAR - ATLANTA BELTLINE WEST CORRIDOR FROM CROSSTOWN/MIDTOWN CORRIDOR TO MARTA SOUTH RAIL LINE
GDOT Project No.	TBD
Federal ID No.	N/A
Status	Long Range
Service Type	Transit / Rail Capital
Sponsor	City of Atlanta
Jurisdiction	Regional - Central
Analysis Level	In the Region's Air Quality Conformity Analysis

Existing Thru Lane	N/A	**LCI**	
Planned Thru Lane	N/A	**Flex**	

Network Year	2040
Corridor Length	4.6 miles

Detailed Description and Justification

Construction of Phase 1 of the Atlanta Streetcar Expansion Strategy has been broken down into 5 smaller sections. This section is the 4.6 miles along the BeltLine West Corridor.

Phase Status & Funding Information		Status	FISCAL YEAR	TOTAL PHASE COST	BREAKDOWN OF TOTAL PHASE COST BY FUNDING SOURCE			
					FEDERAL	STATE	BONDS	LOCAL/PRIVATE
ALL	New Starts		LR 2031-2040	**$331,200,000**	$149,040,000	$0,000	$0,000	$182,160,000
				$331,200,000	**$149,040,000**	**$0,000**	**$0,000**	**$182,160,000**

SCP: Scoping PE: Preliminary engineering / engineering / design / planning PE-OV: GDOT oversight services for engineering ROW: Right-of-way Acquistion
UTL: Utility relocation CST: Construction / Implementation ALL: Total estimated cost, inclusive of all phases

? For additional information about this project, please call (404) 463-3100 or email transportation@atlantaregional.com.

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